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TIRPITZ ABUSES THE KAISER.

HIS MILK-AND-WATER WAR
METHODS.

"this is MUTINY."

Berlin, October 3rd.

The greybeard von Tirpitz, implacable in his vendetta, is making a fresh attempt to torpedo his former Kaiser.

A volume of political documents entitled "Germany's Pusillanimous Maritime Policy" will be published next week, and in it Grand Admiral von Tirpitz, supplementing his volume published in 1919, ferociously denounces the ex-Kaiser's milk-and-water methods as the real cause of the failure of the German fleet to annihilate British sea power.

Sensational.

A Berlin Nationalist newspaper to-day publishes advance extracts from this sensational work. In a series of State documents hitherto unpublished von Tirpitz portrays a dramatic quarrel between himself and the Kaiser in June 1915, when men around the Emperor were trembling lest the sinking of the *Lusitania* should lead America to come into the war.

Von Tirpitz describes how, to his great chagrin, after the sinking of the *Lusitania*, the weak-kneed Kaiser, on representations from the Chancellor, Herr von Bethmann-Hollweg, Admiral von Müller, and General von Falkenhayn, Chief of the General Staff, issued to the fleet on June 1st the following order:

"His Majesty the Kaiser urges the necessity of sparing neutral shipping as far as possible in the submarine warfare, as further attacks on neutral vessels might involve serious political complications which, under present circumstances, must, at all costs be avoided."

When on June 5th von Tirpitz received notification that the Kaiser had extended the prohibition and had forbidden the torpedoing of passenger liners, including those of the enemy, at least until the negotiations with America, then in progress, should have been concluded, the pot boiled over, von Tirpitz penned a bitter letter to the Kaiser protesting that this latest ukase was tantamount to the abandonment of the submarine war, and would mean that Germany threw away her only effective weapon against England.

Exasperated.

When the order was issued to the fleet, von Tirpitz, exasperated beyond measure, immediately sent in his resignation, but the Kaiser would have none of it, and scrawled on the margin of the document, now published by von Tirpitz, a curt "No. In such a moment resignation is nothing short of a crime. He is to stay where he is and obey orders."

In the margin of Admiral Bachmann's resignation, sent in with that of von Tirpitz, the Kaiser wrote: "No. This is downright mutiny, and Tirpitz is the ringleader."

The Kaiser then wrote to von Tirpitz refusing to accept his resignation. Von Tirpitz, sorely against his will, decided to carry on, deferring his reckoning with the Kaiser until a later day. That day has now come.

AN "INVESTMENT" ON PARTH.

FRAUD CHARGE AGAINST A
BOOKMAKER.

A DOCTOR'S £200.

At Ealing Police Court, William Robinson (63), of Queen's-road, Ealing, bookmaker, was charged with conspiring with Roy Douglas, between May 19th and June 30th, 1923, to obtain from William Watling, of Harrington-square, N.W., by false pretences and intent to defraud, the sum of £1,000; also, being entrusted by Watling with £1,000 for investment, he converted the same to his own use, and, being entrusted by Dr. Rex Godfrey Blake Marsh with a security of £150 for investment, did, on March 12th, 1923, fraudulently convert the same to his own use.

Henry Raymond Brownlow (55), of St. George's-road, Victoria, a commission agent, was charged with Robinson for conspiring to obtain from Dr. Marsh £200.

Dr. Marsh, of Grange-road, Wanstead, said that on February 28th, 1923, he went to the Palace Hotel, Torquay, for his honeymoon. A few days later he met Brownlow, who said that Robinson was an influential business man and a financier of some standing.

On March 9th Robinson approached witness in the lounge, and said he would like to speak to him, as he had taken an interest in him.

100 Per Cent. Profit.

Robinson then said that if he wanted to increase his capital he might be able to help him, adding that he had a business deal on hand by which he hoped to make a profit of anything up to 100 per cent. in a few days.

On March 11th Robinson asked him if he had thought anything more of the offer, and witness said he had decided to take a £200 share in the deal.

Robinson then said: "It is to do with a horse in the Lincolnshire Handicap." Asked if it were a bet, he replied "No," adding that it was an investment.

Deal on Market Price.

Robinson then said that the horse was Parth, and that the deal was one on the price of the horse in the betting market before the race. He could buy bets at 10 to one, and when the price shortened he, Robinson, could sell.

At this point Sir Traversa Humphreys, who appeared for Robinson, was suddenly called away, and the Bench adjourned the case until Thursday.

Brownlow, who was released on bail, did not appear, and a warrant was issued for his arrest.

"LYING" MIRRORS OF MAYFAIR.

HOW WOMEN ARE DUPED AT
FASHION SALONS.

SLIM LINES.

Mirrors are now being made which distort the truth and disprove the old saying that "a mirror cannot tell a lie." Women who go to buy new dresses in some up-to-date dress salons should take care not to be duped by a "lying" mirror.

A woman who went to buy a new dress in Mayfair sighed with relief as she looked at herself in the mirror that was placed in the centre of the softly-furnished fashion-room.

"I really am getting thinner," she remarked, "and this dress does give me the right slim lines. I think I'll take it with me. It is so nice to find something that does make one look fashionably slim."

Quite, "modem," said the mannequin. "You are not at all too plump."

What Had Happened?

"Modem" returned to her home with the box. She eagerly lifted the dress from its tissue paper wrappings and tried it on. Those slim, easy lines the garment had given her when she looked at herself in the shop mirror! What had happened to them? Now, as she stared at her image in her own looking-glass she saw unsightly lines and creases which she had not observed in the fashion salon. The new dress did not make her look any thinner, but, on the contrary, gave her the plump effect she was trying to avoid.

What had blinded her in the shop? Why had she been so deluded? "Modem" was frankly puzzled, just as scores of women are worried by the same mystery every day.

The answer to the riddle was simply this: In the North of England there exists a glass factory which makes special mirrors for fashion salons. They are slightly convex, and give a delightful illusion of slimmest to the woman who is trying on a new frock in the salon where they are used.

"Lying" mirrors have been placed in many dress houses in London recently, following the example of some Paris salons.

MEN OF DESTINY.

[BY MAX PEMBERTON.]

Signor Mussolini bids his friends not to despair. It has been prophesied that he will die a natural death, and in that prophecy he believes profoundly.

Herein he resembles Napoleon, who adhered firmly to a faith in his own star and never feared assassination to the end of his days. The plots against his life were few and futile and the vigilance of the redoubtable Fouché was a sure shield about him.

His nephew, Napoleon III., was, on the other hand, the elusive target for many would-be assassins, and some of the infernal machines, by which it was hoped to remove him to another and better world, undoubtedly were made in Birmingham. Yet he seems to have borne a charmed life, and when a bomb shattered his carriage at the very door of the Opera and wounded many unhappy people on the pavement both Emperor and Empress passed on to their box as though nothing had happened to disturb their smiling serenity.

Looking back to the history of the civilised world, it is not always easy to believe in the charmed life; or to understand that destiny which "doth rough hew our ends." Lincoln was assassinated at the height of his fame and America was to lose another great President, a victim to a madman and to vanity.

On the other side of the picture is the story of our great Queen Victoria and of the many attempts to kill her; happily all of them in vain. Pistols were fired at her: she was struck at with sticks; but never did she seem in imminent danger, and there was no case in which her courage was really troubled. Indeed, the story of this precious tale is not the story of assassination during our civilised years. Kings burned Kings with hot irons and put them into butts of malmsey wine in the bad old days—but the assassin's dagger has accomplished little save the death of Buckingham, and but one English Minister, the harmless Perceval, was shot in what the police would call the "execution of his duty."

To me it seems to come to this, that we may justly believe that he who has rendering great services to God and his country will be shielded by destiny until that work is done. So an Alexander dies when there are no more worlds to conquer and a Pitt when his work for his country is done.

There are rarely assassins for the really great, for the Bismarcks, the Disraelis, the Cecil Rhodes, the Roosevelts. These should be none for so great a man as Mussolini, the saviour of his country—it may be, of the world.

NO SLEEP AT NIGHT THROUGH INDIGESTION.

Probably nothing has a more adverse effect on the health than loss of sleep caused by stomach disturbance, and nothing is more sure of putting this right than "Bismarck" Magnesia. A cocaine sufferer writes: "Before I started taking 'Bismarck' Magnesia Tablets I always suffered from indigestion and could not sleep at night, but since taking them I feel they have done me the world of good, and my wife, who is also taking them, says the same." "Bismarck" Magnesia instantly neutralises the harmful acid that causes all the trouble and it quickly rid the stomach of its burden. It is obtainable at any chemist's in both powder and tablet forms.

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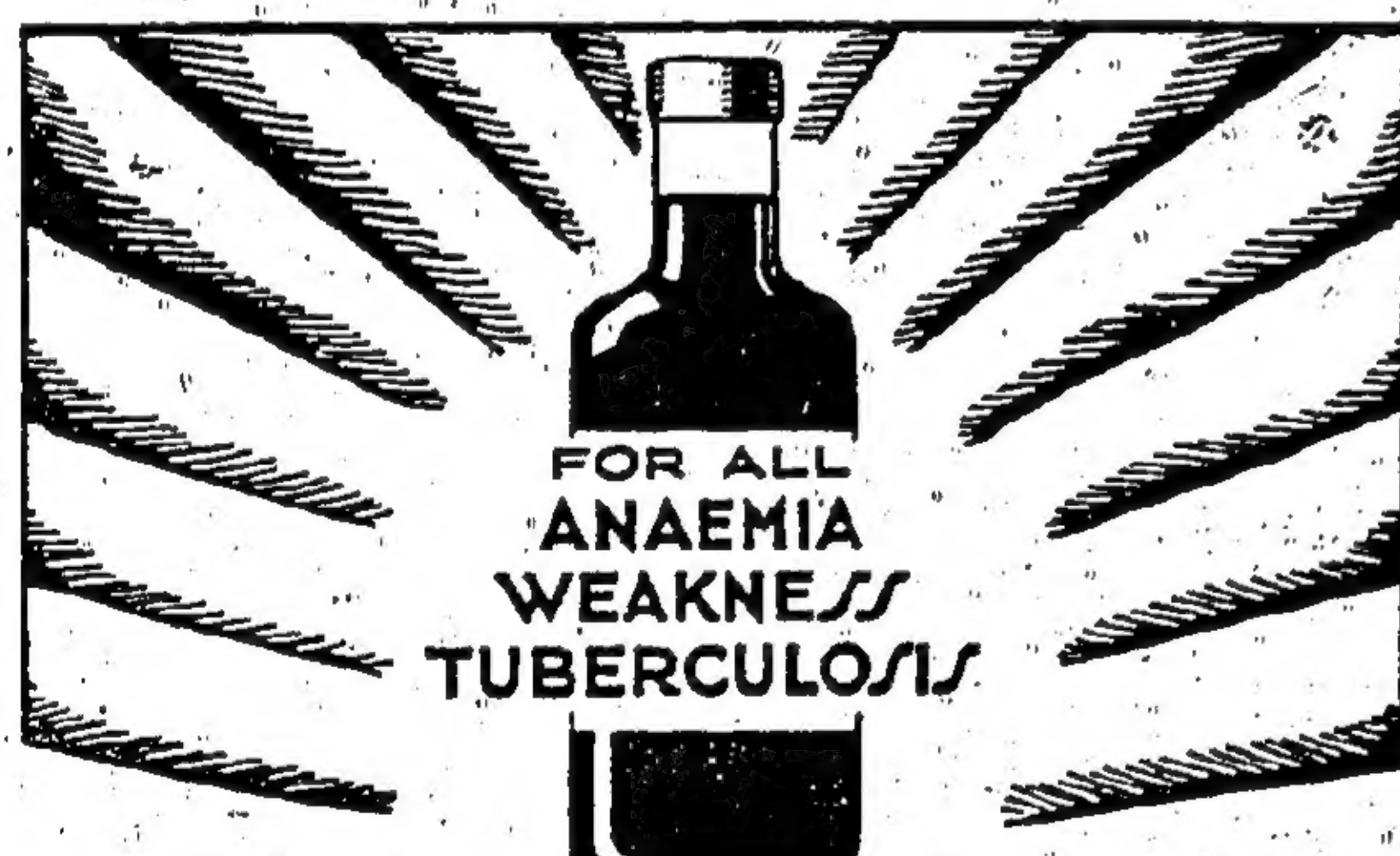
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[A.P.B.]

A SHIP'S ELECTRICIAN IN
TROUBLE.BEFORE MAGISTRATE ON A
CHARGE OF THEFT.

CHASED IN THE STREET.

William E. Atkin, an electrician on the a.s. *President Cleveland*, appeared before Mr. R. E. Lindsell, at the Central Magistracy yesterday, on a charge of stealing two suits of mandarin, silk pyjamas from the Swatow Lace and Drawnwork Company's store at the corner of Wyndham Street and Queen's Road Central.

Atkin said he had no knowledge of the incident, except what was told him when he woke up in gaol yesterday morning. He did not, he said, remember what had occurred.

In a Silk Shop.

An assistant from the Swatow Drawnwork Company's shop deposed that about 7 o'clock on Thursday night, Atkin came into the store and asked to be shown some mandarin silk pyjamas. Ten suits were produced on the counter; Atkin did some figuring with paper and pencil in working out the rate of exchange, and arrived at the conclusion that for \$24, Hongkong money, which was the price asked for each pyjama suit, he would have to pay \$11.10 (gold).

Witness was called to attend the telephone, leaving a shop-look to do the serving. On his return, he noticed something bulging out from Atkin's pocket.

While the look went out of the shop to look for a policeman, witness held Atkin's arm and pulled one of the pyjama suits from under his jacket. Defendant then bolted from the shop, and, as he ran, he discarded other pyjama suits.

The Stolen Pyjamas.

The pyjamas were produced in Court. A green suit was that which was recovered from the defendant in the shop, a yellow suit had been discarded by Atkin, in Pedder Street, and a blue suit was retrieved in the street.

Witness said that he arrived near the Star Ferry Wharf to find Atkin already in the custody of a Sikh policeman.

Replying to the Magistrate, who pointed out that, according to the evidence, the defendant should have been charged with stealing three suits, Inspector Field said only two suits were brought to his notice. He agreed with his Worship that there was no evidence against the defendant in respect of the suit picked up in the street.

Evidence of arrest was then given by the Indian constable. Neither he nor the previous witness could say that Atkin appeared to be drunk at the time.

Inspector Field, in evidence, said that when brought into the charge-room at the Central Police Station, Atkin was sober, although he smelt strongly of drink. He could understand witness' questions and replied intelligently. This was in striking contrast to his condition in the cell, into which he was put later. Atkin then appeared to be under the influence of some dope, or else he was "kidding." Witness had to defer taking the defendant's statement owing to his condition, until next morning, when the latter said: "I have no knowledge of what happened."

"A Few Drinks."

Accused said that after he went ashore at one o'clock in the afternoon, his time was spent in walking across the street between the Hongkong Hotel bar and a "cafe across the way." At both places, he "had a few drinks," finishing up, as far as he could remember, at 3.30, at the Hongkong Hotel bar. From that hour his mind was a blank, until he woke up to find himself in gaol next morning.

His Worship: And yet you were able to go to a shop, demand pyjamas, and were able to work out the rate of exchange between American and Hongkong dollars; and you say you were intoxicated?

Mr. G. H. Wilson, a fellow electrician with defendant on board the *President Cleveland*, gave evidence to the effect that at 5.30 on Thursday afternoon, Atkin returned on board to take over the watch, and it became apparent to witness that he was so drunk that witness thought it prudent not to hand over the watch. At eight o'clock in the evening, a seaman came on board to say that defendant was under arrest.

Couldn't Wake Up.

Questioned by the Magistrate, Mr. Wilson further said: that within the fourteen months during which he was employed on the same ship as the defendant, he had never known him to be in a drunken condition. When witness got up to the Police Station at nine o'clock in the evening he found the defendant lying asleep. He was in a helpless condition and appeared to be under the influence of narcotics for he could not be awakened.

This latter statement was borne out by Inspector Field.

The Magistrate imposed a fine of \$100, with the alternative of six weeks' imprisonment, observing that in English law, intoxication was not regarded as an excuse for the crime, although it might be regarded as a cause for leniency in regard to the sentence.

COOKING FOR NAVY AND
ARMY.

OLYMPIA COMPETITIONS.

The Universal Cookery and Food Association holds its 29th annual exhibition at Olympia, London, from November 12th to 19th, under the presidency of Sir Derek Keppel, and committee chairmanship of Lieut.-Colonel Stephen Wright, Inspector of Army Catering. The exhibits will be arranged in groups representing commercial, domestic, military, culinary, confectionery, and bread classes.

The military group brings in all three Services under the direction of the Admiralty and Army Council, who have appointed to the administration of it such officers as the Naval Director of Victualling, the Naval Paymaster Director-General, the Director of Army Supplies and Transport, the Inspector of the R.A.S.C., the Portsmouth Naval Accounting Officer, the Commandant of the R.A.S.C. Training School, the catering controller at Woolwich Arsenal, the chief instructor of the Army School of Cookery, the mess secretary from Sandhurst, and others. There will be a class for merchant service cookery and competitions for Navy and Army advanced cooking, men's messing, hospital and invalid cooking.

Eliminating competitions by commands for the Army Cookery Shield have been held under the Inspector of Army Catering, and the successful command teams are those of the 1st Irish Guards, 2nd Gordon Highlanders, the Royal Artillery Training Brigade, 1st Essex Regiment, the Royal Horse Guards, 1st Cameronians, 16th/5th Lancers, the Royal Scots Depot, the Boys' Technical School, and the 1st H.L.I. The Irish Guards have a considerable reputation in these cookery matches, and have five times supplied the winning team. The H.L.I. who again appear at Olympia, are the holders of the shield. The Royal Navy will have nine teams competing for the Navy Shield, and several Territorial units will also be at Olympia. The Bloomsbury Battalion won the shield in 1905, and the 1926 best team was that of the 6th Durham Light Infantry.

These public competitions have done much to raise the standard of Army cooking, which is very high, and the messing excellent and varied at all meals. The days of the plain breakfast and boiled-meat dinner have long since given place to a selective menu, nicely served at well-laid tables. At Olympia the cooks will be required to prepare publicly for six or eight people dishes out of a list consisting of baked meat, brown stew, meat pies or puddings, boiled beef, Irish stew, food-in-the-hole, and steak, with such additions as boiled, steamed, baked, sautéed, and jacket potatoes, cabbage, parsnips, turnips, beans, bubble and squeak, macaroni, curragh, roll, bread pudding, and rice pudding. Marks will be given for selection of material, preparation, cooking, service, cleanliness, and by-products. Marks will be deducted for bad preparation, un-economical boning, bad carving, spilling, unattractive service, and unclean methods.

In recent years the loss of marks has been very small, and competition close for high merit.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, October 28th.

Paris	156
Brussels	31.85
Amsterdam	12.12
Berlin	20.40
Copenhagen	13.23
Vienna	34.35
Helsingfors	192
Lisbon	2.17/32
Buenos Aires	15.37/32
Shanghai	2/5
Yokohama	2/0
New York	4.84
Geneva	23.4
Milan	110
Stockholm	13.15
Oslo	19.40
Prague	133
Madrid	32.02
Rio	62
Bombay	1/5
Hongkong	1/11
Silver (spot)	24.7/16
Silver (forward)	24.3/16

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, arrived at Nagasaki yesterday at 9 a.m., left on the same day at 5 p.m., and is due at Shanghai to-morrow at 7 a.m., leaving again on Monday at daylight.

The N.D.L. a.s. *Coblentz*, from Europe, left Singapore for Hongkong on the 26th inst., and is expected to arrive here on Wednesday morning, November 3rd. She will sail for Shanghai and Japan on November 4th at daylight.

The N.D.L. a.s. *Goettingen* will arrive here to-day (Saturday) at 3 p.m., instead of 31st inst., and will leave to-morrow (Sunday).

VESSELS EXPECTED

Coblentz (N.D.L.), due November 3rd.
Empress of Russia (C.P.R.), due November 3rd, 9 a.m.
Goettingen (N.D.L.), due to-day, at 3 p.m.
Karmala (P. & O.), due to-day, about noon.
Mirapore (P. & O.), due to-morrow, about 5 p.m.
Tanda (E. & A.), due November 1st.

The Twins.—"There is one nice thing about having two babies in the house." "What is that?" "Each cries so loud that you can't hear the other."

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"THE RAT"

A STORY OF THE APACHE.

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CLOSING QUOTATIONS.

OCTOBER 29TH, 1926.

Banking Bank	1180 sel, 1170/80 sel.
Do.	217 nom.
Chartered Bank	231 buy.
Merchants Bank, A. & M.	231 nom.
Do.	231 buy.
P. & O. Bank	231 buy.
East Asia Bank	231 nom.
Canton Insurance	230 buy.
China Underwriters	21.45 buy.
North China Insurance	21.45 nom.
Union Insurance	229 1/2 buy.
Yangtze Insurance	22.50 buy.
China Fire Insurance	220 buy.
Hongkong Fire Insurance	210 buy.
Douglases	229 sel.
H.K. & M. Steamboats	22 buy.
Hongkong Tugs	22 buy.
Indo-Chinese (Pref.)	230 buy.
Do. (Def.)	232 buy.
Shell Transports	230 nom.
Star Lines	237 sel.
Waterfront	215 buy.
China Sugars	232 buy, 24 1/2 sel.
Malacca Sugars	238 nom.
Benguet	211 nom.
Kailash Mining Co.	24 sel.
Langkats (combined)	21.25 buy.
Do. (single)	21.14 buy.
Shanghai Extractions	21.40 buy.
Shanghai Loans	21.9 buy.
Raub	21 nom.
Tromps Mines	20 buy.
Ural Carbons	21 nom.
H.K. & W. Wharves	21.25 nom.
H.K. & W. Docks	21.25 nom.
Hongkong	21.77 nom.
New Engineering	21.64 buy.
Shanghai Docks	21.123 buy.
H.K. & S. Hotels	21.10 sel, 10.11 sel.
Hongkong Lands	20 nom.
Hongkong Realty	20.50 buy, 5 sel.
H.K. Territorials	21 sel.
Humphreys Estates	21 sel.
China Buildings	21 nom.
Rural Lands	21 nom.
Euro Cottons	21.50 buy, 10 sel.
Oriental	21.31 sel.
Shanghai Cottons (old)	21.64 buy.
Do. (new)	21.23 buy.
China Buses	21.104 nom.
Hongkong Tramways	224 buy.
Peak Trams (old)	215 nom.
Do. (new)	21.50 nom.
Singapore Tractors	21.50 nom.
Taxi	22 sel.
Amusement	21.60 buy.
Canton Iron	25 nom.
Cement (combined)	213 sel.
Do. (old)	212 nom.
Do. (new)	22 buy.
China Lights (combined)	221 sel.
Do. (old)	214 buy.
Do. (new)	211 buy.
China Provident	21.40 buy.
Construction	214 nom.
Dairy Farms	218 nom.
Der A. Wings	20 nom.
Hongkong Electric	24 buy, 24.10 sel.
Macao Electric	235 nom.
H.K. Ropes (combined)	228 sel.
Do. (old)	210 sel.
Do. (new)	25 sel.
Lane Crawford	25 nom.
MacIntosh	210 nom.
Sincere	210 nom.
United Asbestos	220 nom.
Watsons (old)	214 nom.
Wm. Powells	24 nom.
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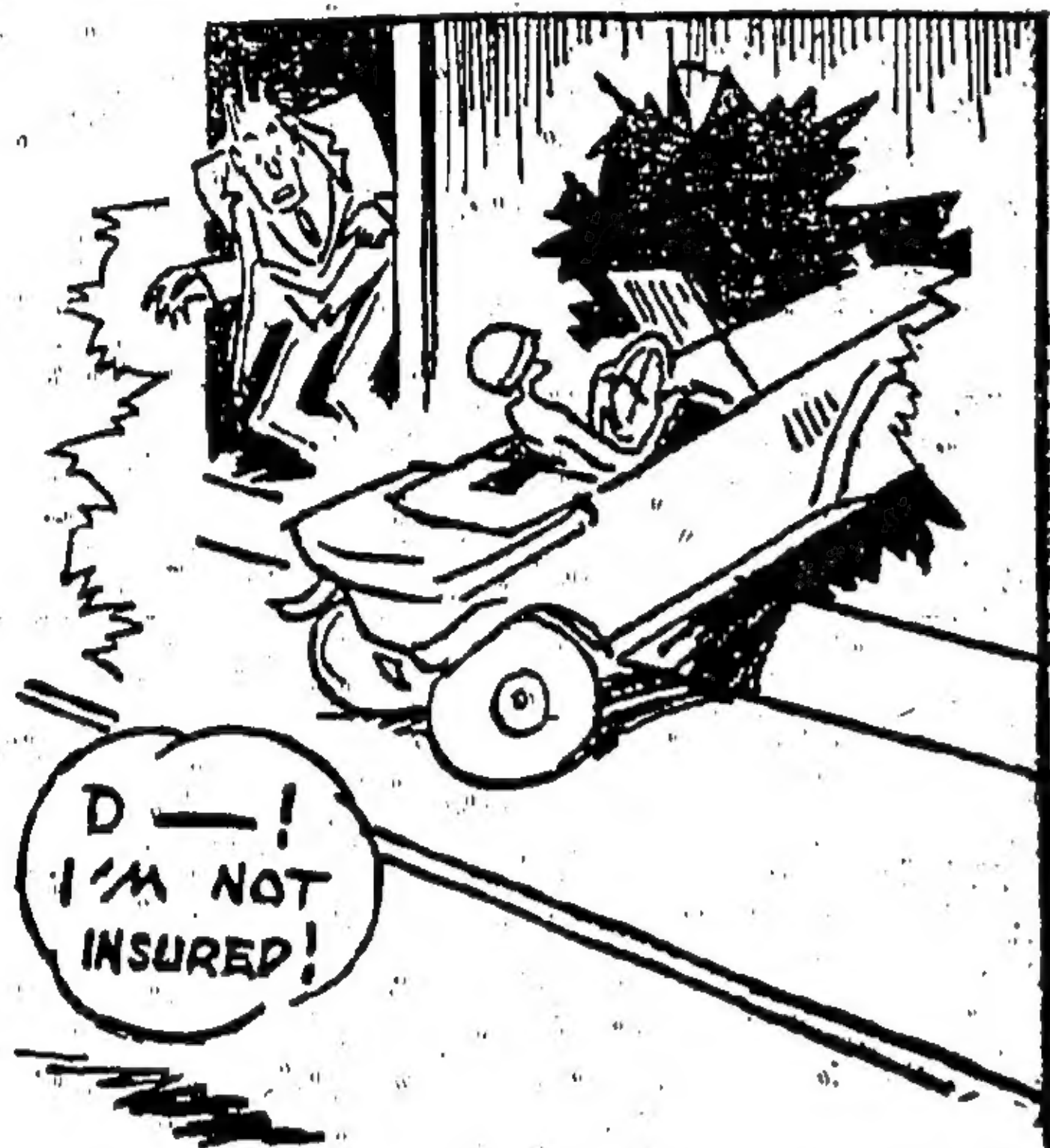
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JAEGER GOWNSEXCEPTIONAL VALUE IN
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WE ALLOW 10% DISCOUNT FOR CASH.

MACKINTOSH & CO., LTD.MEN'S WEAR SPECIALISTS,
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ASSURANCE CORPORATION, LTD.** By AppointmentThis might happen to your
Plate Glass TO-DAY!
Ask for Rates TO-DAY.Agents:
JAMES H. BACKHOUSE, LTD.
1A, CHATER ROAD (3rd Floor).

[L.P.R.]

MACAO.

GREAT INDUSTRIAL FAIR FOR ONE MONTH.

Opens on the 7th November.
Closes on the 6th December.Besides the Exhibition of Industrial Products there will be Every Variety
of Amusements such as MERRY-GO-ROUNDS, HAWAIIAN DANCES,
CHINESE THEATRE, CINEMA, RECREATION POND, Etc.
MOTOR-BUSES, TAXIS Running from Every Point of Macao to THE FAIR.
TEN THOUSAND ELECTRIC LAMPS ILLUMINATION!!!
FIVE CENTS ENTRANCE FEE.**"SWAN"**
FOUNTAINSPerfect
GiftsA "Swan" is a delightful gift—rich and
good in appearance, true and fine in
quality. It is like handing one's
friends a fund of convenience and
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Wellington, Paris, Rotterdam and Barcelona.**RACING NOTES.**

[By RAPIER.]

This afternoon should see a big crowd being transported to Kwant Steeplechase Course. A special train leaves Kowloon at 2.07 and arrives at Fanling at 2.34 p.m. It will be in good time for the first race. Subscribers to the Hunt are reminded that books of railway tickets similar to those issued by the Golf Club may be obtained from Mr. H. Birkett on payment of \$13.50. This works out at 1.35 first class return fare as against 1.50 for the special train. I expect quite a number of people will have tiffin on the 1.15 train which arrives at Fanling at 2.30, leaving ample time to have a look round the Course. Tiffins have, of course, to be ordered on the train before hand. The Tai Po Road is open for motorists and the gates do not close till about 7 p.m. Almost everything but tea will be obtainable on the Course so thermos flasks should not be forgotten by those who wish to partake of the cup that cheers without ennobling.

A few riders were over the sticks last Wednesday, but generally speaking there has not been much done in the way of training so there ought to be a few upsets in every sense of the word.

The "Hunter Arms" will be open to subscribers and their friends after the Meeting.

The riders will be Lieut. Comdr Grant, Capt. Sturges and Messrs. Ralph, Reidy, Stanton, Bousfield, Macgown, Macnamara, Patten and, of course, Charles, without whom no local Steeplechase Meeting would be complete. I am sorry to say that Alec Potts has been recently indisposed and will be unable to ride although, I believe, he intends to be present even if he has to come on a stretcher.

Practically all the ponies entered will run except Harford, 'Arnet and Blue Monday. Most of the ponies are known to the public but there has been no indication of their form except those seen on the Race Course at Happy Valley. However, the following remarks may be found useful in an attempt to bag the elusive Dollar:—

1st Race:

1. Mowgli.
2. Mr. Charles' Mount.
3. Two Pairs.

2nd Race:

1. Cheriton Vale or Solly
2. Reynold.
3. Craigrad.

3rd Race:

1. October
2. Jambu
3. Racehorse.

4th Race:

1. Cheriton Vale or Wahkeena.
2. Chessman.
3. More Better.

5th Race:

1. Drake.
2. Del Monte.
3. Black Mouse.

I leave New York (he is usually left) as a good dividend payer if he decides to behave decently. His manners are dreadful; otherwise he'd have no difficulty in picking up a race.

**COLONEL WHO TOOK HIS
EYE OUT.****"MAGIC" THE MAHDI COULD
NOT MATCH.**

He was a native prisoner, and he was brought before Colonel Sir James Dörmer during the Sudan war against the Mahdi. "Do the Mahdi's followers believe in the omnipotence of their leader?" Sir James asked.

The native tremblingly said that they did.

"Then, can the Mahdi do this?" asked Sir James, taking out his glass eye, tossing it in the air, and replacing it.

The native, shivering with fright, agreed that the Mahdi was incapable of such devastating magic.

This is one of the many good stories which Major-General Sir Leopold Swaine, K.C.B., C.M.G., tells in his book, "Camp and Chancery in a Soldier's Life."

Lamp of War.

He also tells a story of the German Emperor William I. during the war of 1870 with France. The Emperor received a telegram from Paris, and, accompanied by Bismarck and others, went to a waiting room, where the Emperor's son read it by the dim light of a lamp. It described a violent scene in the French House of Representatives.

"When my son had finished," said the Emperor to the author, "I thought for a moment, and then asked all assembled whether they could suggest a better reply to this telegram than an order for the mobilisation of the whole German army. Every one agreed, upon which, turning to Bismarck, I said that I would be ready to sign the order in half an hour's time."

The Emperor afterwards bought the lamp and hung it in the Hohenzollern Museum in the Montbijou Palais.

**EASTERN BANKS' SWIMMING
GALA.**

ANNUAL ENTERTAINMENT.

**MERCANTILE BANK WINS
CHAMPIONSHIP.**

The fifteenth annual swimming entertainment of the Eastern Banks was held on September 28th at the Lambeth Baths, Kennington-road, S.E.11. An excellent attendance included Sir Newton J. Stabb and Lady Stabb, Mr. H. D. C. Jones, Mr. J. S. Bruce, Mr. J. Stewart, Mr. R. A. Rust, Mr. M. W. Wood, and Mr. W. Adams Oram. The prizes were presented at the end of the programme by Lady Stabb. The arrangements, carried to a successful conclusion, were a great credit to both creditors and officials, whilst a pleasing musical programme was given by the St. Dunstan's Dance Orchestra, composed of blind ex-Service men.

Results were:—
Diving Competition.—1. H. Martin (M.B.I.); 2. D. Ogilvy (C.B.I.); 3. G. Barnard (H. & S.B.).

One Length Ladies' Handicap.—Final: 1. Miss I. Chapple (H. & S.B.); 2. Miss D. Miles (C.B.I.); 3. Miss W. K. Showler (H. & S.B.). Time, 61.3.5 sec.

Four Lengths' Team Race for Eastern Banks' Challenge Cup.—1. Mercantile Bank of India (H. L. Snook, H. Martin, W. H. Jackson, J. Shireff); 2. Chartered Bank of India (P. W. S. Skinner, A. D. Ogilvy, W. D. Johnson, W. B. McQuitty); 3. National Bank of India (G. R. Kyd, R. Fletcher, A. Cross, W. A. Norwood). Time, 2 min. 2.1.5 sec.

One Length Handicap.—1. T. Owens (N.B.I.); 2. H. L. Snook (M.B.I.); 3. P. W. Skinner (C.B.I.).

Four Lengths' Invitation Handicap Team Race.—1. Barclays Bank (L. J. Williams, F. E. Kettle, D. C. Stearn, R. F. Lawes); 2. Lloyds Bank (T. J. Kimber, H. G. Parfit, F. J. Bennett, E. Purvey). Time, 2 min.

Eastern Banks' Two Lengths' Championship for Challenge Cup.—1. J. Shireff (M.B.I.); 2. W. B. McQuitty (C.B.I.); 3. A. D. Lowson (H. & S.B.). Time, 1 min. 6.3.5 sec.

Veterans' One Length Handicap.—1. A. C. Cross (N.B.I.); 2. J. F. Seaton (M.B.I.); 3. V. J. Wells (C.B.I.). Time, 48 sec.

One Length Back Stroke.—1. D. T. Lloyd (C.B.I.); 2. W. D. Johnson (C.B.I.); 3. J. F. Seaton (M.B.I.). Time, 38 sec.

Messengers' One Length Handicap.—1. V. Barnett (C.B.I.); 2. R. Brown (M.B.I.); 3. J. W. Glover (H. & S.B.). Time, 48 sec.

Half-mile Championship (swum on August 17th).—1. J. Shireff (M.B.I.); 2. W. A. Grandage (H. & S.B.); 3. P. W. S. Skinner (C.B.I.). Times, 14 min. 31 sec.; 15 min. 18 sec.; 15 min. 25 sec.

The Eastern Banks' Championship Cup was won by the Mercantile Bank of India, with 17 points; the Chartered Bank of India being second with 16 points; and the Hongkong and Shanghai Bank (the holders last year) third with eight points.

Messrs. G. Matveeff, S. C. Mercer, and W. G. T. Burns, of the Amateur Diving Association, gave a very fine display of fancy diving, and a keenly contested water polo match was played between teams of the London Banks A.S.A. and the Civil Service A.S.A.

AIR ROUTE TO THE FAR EAST.**GERMAN SURVEY FLIGHT ENDED.**LETTERS IN SIX DAYS AT A
COST OF 1/.

The Far East expedition of the German air transport company, the Deutsche Lufthansa, arrived back in Berlin on September 28th, after an absence of slightly over two months. During this period it has flown to Peking and back and has surveyed thoroughly the route to be followed by a projected air service extending the London-Berlin-Moscow line to the Far East.

In September last year, reports the Berlin correspondent of *The Times*, the Deutsche Aero-Lloyd announced its intention of proceeding with its plans for the survey of an air route to the Far East. Later the Deutsche Lufthansa, the single air transport company into which the Aero-Lloyd and the Junkers groups were amalgamated, made preparations for an expedition. The expedition consisted of two large triple-engine Junkers G.23 commercial monoplanes of the type used in the international air services.

On the strength of the general results of the expedition it is estimated that a regular service between Berlin and Peking, running in the daytime only except between Berlin and Moscow, would take five to six days. With night flying the time might possibly be reduced to 24 days, but that possibility is hardly to be taken seriously at present. By sea the journey takes six weeks; by the Trans-Siberian Railway, 17 days. It is presumed that no more than a mail service could be opened to start with. Leaving aside the question of subsidies, it is roughly calculated that the cost of a single journey would be something over 70,000 marks (£2,500), with a pay load of 2,645 lb. This works out at about 1s. 2d. for a 20-gramme letter, not a very heavy charge for delivery in Peking in six days instead of 17.

These are only very rough speculations. During the coming winter the Lufthansa and the Chinese, and more particularly the Soviet authorities, will discuss the organisation of a service on the basis of the detailed results of the expedition. Even for day flying an enormous amount of work has to be done along route. There would seem at present to be no reason to revise the Lufthansa's original estimate that a regular service of any kind could hardly be expected before 1928.

TRADE DURING THE WEEK.

THE PEOPLE AT HOME ARE FULLY SATISFIED THAT THE BOYCOTT IS A THING OF THE PAST, AND THEY WILL BE EXPECTING REPORTS NOW OF A VERY CONSIDERABLE TRADE REVIVAL.

The **HONGKONG WEEKLY PRESS**, published to-day, explains the position in considerable detail, and shows that the re-establishment of trade connections upon the former basis will necessarily take considerable time.

At the beginning of the week there was great activity in shipping circles, and practically all the river boats have now re-commenced their old services.

The latest report is that discrimination is being exercised by certain labour elements against British vessels, and that there is considerable intimidation of would-be passengers.

Such temporary obstacles in the way of a quick return to normal business were, perhaps, anticipated by residents here. Merchants in England, however, will not understand the position until they are able to read the full account of the local happenings.

The day-by-day reports in the **WEEKLY** will give them the information they need and will show them that trade prospects are slowly, but none the less certainly, improving.

In addition to the articles dealing with trade in Kwangtung there are many reports of interesting local events in this issue—the departure of the Surreys, the arrival of the Borderers, the annual Harbour races, etc., etc.

32 Pages—Price 30 Cents.

The Paper with the Familiar Yellow Cover.

[On Sale by all Regular Newsboys.]

[SEND COPIES HOME.]

**Daily Press Cricket
Competition.**

Selecting the Hongkong
Interport Team.

LAST DAY.

THE COUPON BELOW IS THE LAST ONE WHICH WILL BE
PUBLISHED IN CONNECTION WITH THE "DAILY PRESS"
CRICKET COMPETITION.

ALL LISTS MUST REACH THE "DAILY PRESS" OFFICE BY
NOVEMBER 1st.

ONE LIST ACCOMPANIED BY TWENTY COUPONS WILL BE
JUDGED AS TWENTY LISTS AND COMPETITORS ARE
ADVISED TO TAKE THEIR FULL NUMBER OF CHANCES.

IN SERIES C ALONE 220 POINTS CAN BE SCORED BY A
COMPETITOR WHO CHOOSES THE CORRECT TEAM AND
GIVES THIS CORRECT TEAM IN HIS FULL TWENTY LISTS.

IT OUGHT NOW TO BE A FAIRLY EASY MATTER TO GIVE
WITH CERTAINTY THE NAMES OF AT LEAST EIGHT
PLAYERS WHO WILL REPRESENT HONGKONG AGAINST
SHANGHAI. EIGHT CORRECT NAMES WITH 20 COUPONS
WOULD MEAN 160 POINTS. SUCH A SCORE MAY TURN THE
SCALE IN YOUR FAVOUR.

THEREFORE SECURE THE MAXIMUM NUMBER OF COUPONS
AND SEND IN THE LISTS.

Prizes.

First Prize	- - - - -	\$200
Second Prize	- - - - -	50
Third Prize	- - - - -	25

in the very unlikely event of a tie these prizes will be divided.

Coupon**HONGKONG DAILY PRESS****Cricket Competition**

Series C.

October 30th, 1926.

INTIMIDATION IN CANTON.

PASSENGERS DRIVEN OFF THE WHARF.

THE DUTIES OF THE OFFICIALLY APPOINTED INSPECTION CORPS.

TO STOP "ILLEGAL ACTIVITY" AND TO PROTECT MERCHANTS.

Intimidation on the waterfront in Canton yesterday was more pronounced than it has been on any other day this week. The agitators even went on to the wharf and drove off people who wished to travel by the Hongkong, Canton and Macao Steamboat Company's steamer.

The result was that the *Lungshun* returned with less than a hundred passengers and no cargo except for the usual supplies of vegetables, etc.

As was pointed out yesterday this intimidation is being carried out by members of unions who apparently harbour a grievance against the Steamboat Company, but even so the results are the same as if the boycott was still in existence and it is not only the Steamboat Company's vessels which are suffering.

Obviously, therefore, the Government cannot allow the movement to continue if their promises to end the boycott are to be realised.

Yesterday reference was made to the Bureau of Inspection established by the Ministry of Finance. The Official regulations drawn up for this Bureau have now come to hand and it will be seen that the Bureau is intended to put a stop to "all forms of illegal activity." Surely the operations of the men now stationed on the Bund in Canton came under this heading and it would appear to be the first obvious duty of the Inspection Corps of the Bureau to drive them away.

THE INSPECTION BUREAU.

OFFICIAL CORRESPONDENCE.

The following letter was received by H.M. Consul-General in Canton from Mr. Eugene Chen, the Acting Minister for Foreign Affairs:

Sir.—I am in receipt of a letter from the Ministry of Finance reading as follows:—

With a view to protecting the sources of revenue and putting a stop to all forms of illegal activity, this Ministry has established an Inspection Corps for the examination of the goods of passengers on all incoming and outgoing trains and steamers, in Canton and districts. It is requested that you will inform all Consular representatives accordingly.

A copy of the Inspection Corps examination regulations is enclosed.

I have the honour to inform you accordingly, and to transmit to you a copy of the regulations in question.

I have, etc.,
(Sd.) CHEN YU-JEN.

THE REGULATIONS.

I.—With a view to putting a stop to all forms of illegal activity, the Ministry of Finance of the Nationalist Government has established an Inspection Corps for the examination of the goods of passengers on all outgoing and incoming trains and steamers in Canton and districts. All duties in connection with the said examination will be carried out in accordance with the provisions of these regulations.

II.—The Inspection Corps will be under the direct control of the Ministry of Finance Department for the pursuit of smugglers and the protection of merchants, and will be constituted, after the manner of the Merchants' Protection Corps, into one main corps, with three secondary corps under it.

III.—The duties of the Inspection Corps are set forth hereunder:

1. Matters connected with the searching of outgoing and incoming steamers.
2. Matters connected with the searching of incoming and outgoing trains.
3. Matters connected with the examination of passengers or their luggage.
4. Matters connected with the examination of passengers' documents or passports.
5. Matters connected with the examination of all goods imported into and exported from Canton.
6. Matters connected with the examination of all contraband goods.

IV.—Should the Inspection Corps discover any illegal documents or passports in the course of their examination of passengers, they should confiscate the articles in question and report the matter to the Department for the Pursuit of Smugglers and the Protection of Merchants.

V.—Should the Inspection Corps in the course of their examination of travellers come across anyone whom they regard as a suspicious character, they should detain him and send him under escort to the judicial section of the Department for the Pursuit of Smugglers and the Protection of Merchants, for examination.

VI.—The Inspection Corps may, in the course of their examination, require travellers or captains of ships and other responsible officials to answer every kind of question. The form of questions will be asked and the answers required will be determined later.

VII.—In view of the necessity of having somewhere to carry out their examinations, the Inspection Corps may establish examination offices which will be located as under:

1. The Bund.
2. Honan (opposite Canton).
3. Bocca Tigris.
4. Taishan (Kowloon).
5. Shumehun (Hongkong frontier).

TRAFFIC IN OPIUM.

SMUGGLING BETWEEN KWANG-TUNG AND KWANGSI.

EXAMINATION OFFICES AT DOSING AND HOHOW.

MEASURES TAKEN BY CANTON GOVERNMENT.

The following letter has been sent by Mr. Eugene Chen, the Acting Minister for Foreign Affairs, Canton, to H.M. Consul-General:

October 29th, 1926.

Sir.—I am in receipt of a letter from the Ministry of Finance stating that a communication had been received from the Opium Suppression Bureau pointing out that the West River was an important artery of communication between Kwangtung and Kwangsi and a pivot of commercial intercourse. An examination office had already been established at Dosing for the purpose of putting a stop to smuggling. Hohow, in the lower reaches of the West River, was also a place of importance from the point of view of the transport of goods, and an additional examination office should be established there in order that by means of inspection all loopholes might be closed up. Mr. Liu Yi Fu had already been appointed head of Hohow Examination Office and would shortly establish the office in question and commence examination. An announcement to this effect had also been circulated.

All steamers of whatever nationality must, on arrival at the examination offices established by the Ministry of Finance, stop for examination before they will be allowed to pass, and they must not attempt to force their way past in contravention to this ruling. A notification to this effect had been circulated, and this Ministry is requested to inform all Consular representatives accordingly with a view to the necessary instructions being issued to the merchant vessels of their respective nationalities.

I have the honour to observe that traffic in opium has been long regarded by all nations as a thing which should be stopped, and the examination at present carried out at the office established at Dosing in the interior is being done in accordance with the authority of the administration. I have accordingly the honour to request that you will instruct all foreign merchants (of your nationality) to comply with the above.

POSSESSION OF OPIUM.

SEQUEL TO SEIZURE IN JAPANESE STEAMER.

Two Chinese, a man and a woman, were charged before Mr. R. E. Lindsell, at the Central Magistracy yesterday morning, with having in their possession 205 taels of raw opium.

Mr. M. K. Lo, appeared for the defence. Giving evidence for the prosecution, a Chinese searcher said that he boarded the *Kaijo Maru* on Thursday just as she came alongside the wharf from Keelung and Swatow. His attention was drawn to the woman defendant, who had her hand in a basket covered by joss-papers. He asked her what was in the basket and she immediately replied that opium was in it. Near the woman was another basket which contained two more packages of opium.

His Worship asked the witness how the male defendant was implicated. Witness replied that the woman claimed the male defendant to be her brother.

His Worship: But you cannot arrest a man just because he happened to be the brother of another person who possesses the opium?

Witness: But the woman asked him to give me some money and allow the opium to be dumped overboard.

His Worship: Even that does not justify you to arrest the man?

Chief Preventive Officer S. J. Clarke explained that on Thursday morning, Revenue Officer Ward and a party searched a house at Queen's Road West and found that the male defendant lived there. In his possession was a letter asking him to meet the woman on board the *Kaijo Maru*.

Mr. Lo asked for an adjournment till Tuesday next, and this was granted.

HEALTH BULLETIN.

FOR WEEK ENDING OCTOBER 23RD.

- PLAQUE.
- 1 case at Tamatave.
 - 2 cases at Mauritius.
 - 1 case at Rangoon.
- CHOLERA.
- 15 cases at Calcutta.
 - 1 case at Bangkok.
 - 5 cases at Amoy.
 - 3 cases at Shanghai.
- SMALL-POX.
- 2 cases at Alexandria.
 - 4 cases at Calcutta.
 - 7 cases at Bombay.
 - 2 cases at Madras.
 - 4 cases at Padang.
 - 1 case at Batavia.
 - 2 cases at Bangkok.
 - 3 cases at Vladivostok.
 - 1 case at Rangoon.

RIVER TRAFFIC.

The *Taihan* which has been on the Canton night run this week will take the place of the *Fatshan* on Sunday and will leave for Canton at 8 a.m. This is only a temporary arrangement in order that the *Fatshan* may have her boilers scrapped. The *Fatshan* will leave for Canton on Monday as usual and on Tuesday the *Taihan* will resume the night run, starting at 3 a.m.

TAXICAB COMPANY SUED.

A.P.C. AS PLAINTIFF FIRM.

OIL AND PUMPS.

Before Mr. Justice Wood, at the Summary Court yesterday, the Asiatic Petroleum Company claimed from the Hongkong and Kowloon Taxicab Company \$913 odd for oil supplied and for the hire of pumps.

Mr. M. M. Watson was for the plaintiff firm, and Mr. J. A. Gordon Leask for the defendants.

Mr. Leask informed his Lordship, at the outset, that he had given a cheque for \$600 to the plaintiffs on account. It was the best offer he could make.

Mr. W. A. Nowers is in charge of the Sales Department of the Company, said that the business was done for the Taxicab Company through Mr. A. H. Rowe.

Mr. Watson mentioned that Mr. Birkett, who is Chairman of the directors of the Taxicab Company, promised that interest would be paid on the money owed, if plaintiffs did not sue them.

Mr. Leask said he could not call any evidence, as Mr. Rowe was not returning to the Colony until next Wednesday. He asked that the case be taken as part heard until Mr. Rowe could give evidence.

His Lordship gave judgment for the plaintiff company with costs. He intimated that he was prepared to review the case within the legal period if Mr. Rowe announced his intention to give evidence himself, but only on condition that the money be paid into court.

PROPERTY SALE.

PEEL STREET HOUSE SOLD.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, No. 64, Peel Street.

Bidding was brisk and the upset price was increased by \$6,000, before the property went under the hammer.

The property in question is registered at the Land Office as the remaining portion of Section A of Inland Lot No. 120, together with No. 64, Peel Street. The property contains an area of 818 square feet, and is held under a Crown lease for the term of 99 years. The annual Crown rent is 68 cents.

The upset price was \$10,000, with bids of \$200 acceptable. Bidding progressed by various stages. The majority of the bids were of \$200, but there were several of \$400; while one amounted to as much as \$1,000. Eventually Mr. Li Chan Shi, of No. 63, Caine Road, bought the property for \$16,000.

CHINA IN PARLIAMENT.

QUESTIONS BY MR. LOOKER.

THE PRIME MINISTER'S REPLIES.

Mr. Baldwin, replying, on September 28th, to a question by Mr. Looker (Essex, S.E., U.) as to the strength of the British forces in China, said:—In so far as the naval position is concerned, His Majesty's Government are satisfied that the reinforcements now on their way to China, which consist of H.M.S. *Hermes* and a flotilla of one leader and eight destroyers, together with the forces already in China, will be sufficient for the present to secure adequate protection for British subjects and interests. So far as the military forces are concerned, the situation up to date has not warranted any military intervention, and no military or air reinforcements have been sent.

Mr. Looker asked whether the Prime Minister was aware of the menace to the British and foreign communities at Shanghai if the Cantonese army arrived at the city, and whether he could say that the possibilities of such a menace had not been lost sight of by the Government.

Mr. Baldwin: That is a very hypothetical question, and I do not think a situation has yet arisen in which it is necessary for me to make any announcement to the House.

Question of Joint Measures.

Mr. Looker asked whether any steps were now being taken to confer with the Powers interested as to the situation which had arisen in China and as to any joint measures to be taken for the protection of the foreign communities and otherwise.

Mr. Baldwin: No, Sir. His Majesty's Government regard it as a matter for any individual Government concerned to decide for themselves what measures it is advisable or necessary to take for the protection of their nationals or interests abroad, according to the circumstances arising in each case.

Canton Taxes.

Mr. MacDonald: Can the Prime Minister say whether the Government has taken notice of the fiscal conditions attached to the removal of the boycott by the Canton Government?

Mr. Baldwin: I have not all these details in my mind, and I think all I can say, in the absence of the Foreign Secretary, who, I am glad to say, will be back in a few days, is that this is a matter which is engaging our attention at present.

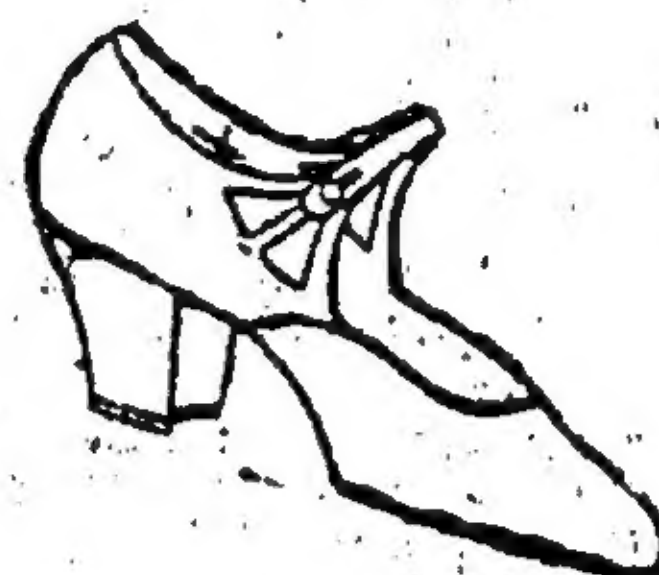
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Style Quality Durability

ST. ANDREW'S BALL.

PRACTICE IN YOUR OWN HOME
THE EIGHTSOME REEL
THE FOURSOME REEL
WITH
COLUMBIA RECORD No. 270

ANDERSON'S

ICE HOUSE ST. TEL. C. 1322

ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used.
On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.



NEW ADVERTISEMENTS.

BUNGALOWS, REPULSE BAY.

TO BE LET.—For particulars and Order to View please apply to HONGKONG REALTY AND TRUST COMPANY, LTD., EXCHANGE BUILDING, DES VOUX ROAD CENTRAL, HONGKONG.

10 DAYS' EXHIBITION OF PICTURES

AT MESSRS. KOWOR & KOMOR COMMENCING ON MONDAY, THE FIRST OF NOVEMBER.

OIL PAINTINGS.

By Royal Academy Artists of Europe: KRAUTH, ALBERT, ROLLIN, WAGNER, DUNAL, K. etc., etc.

WATER COLOURS.—By the Foremost Artists of Japan: BAKO, TORAGUCHI, KAMO, YOKOCHI, YAMOTO, K. etc., etc.

The Prices of Water Colours range from \$2.00 to \$3.00 each; all guaranteed by Messrs. Kowor & Komor as being Genuine. They should make Admirable CHRISTMAS and WEDDING PRESENTS.

EXHIBITION OPEN FROM 9 A.M. to 5 P.M. for 10 DAYS ONLY.

KOMOR & KOMOR.

Art and Photo Experts, St. George's Building.

[107]

THE DIOCESAN BOYS' SCHOOL, HONGKONG.

THE FOURTH PAYMENT OF SCHOOL FEES for the Year 1926 is due on MONDAY, NOVEMBER 1st.

The Next Payment after that is due on the First Day of Term after Chinese New Year. PROMOTIONS will be made on MONDAY, DECEMBER 6th, when a New Year's Work begins.

NEW DAY-BOYS AND BOARDERS, who wish to be admitted, can come to the School in NOVEMBER.

THE REV. W. T. FEATHERSTONE, M.A., OXON., Headmaster.

[129]

SANDAKAN LIGHT & POWER CO., (1922), LTD.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY YEARLY MEETING of Shareholders of the above Company will be held at the Head Office of the Company, St. George's Building, Chater Road, Victoria, Hong Kong, on SATURDAY, the 6th NOVEMBER, 1926, at 11.30 o'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ended 30th June, 1926, and electing a Consulting Committee and Auditors.

SHAW, TOMES & CO., General Managers, Hongkong, 29th October, 1926. [4130]

THE BOY SCOUTS' ASSOCIATION, HONG KONG BRANCH.

ANNUAL SWIMMING SPORTS, SATURDAY, 30th OCTOBER, IN THE V.B.C. BATH.

To COMMENCE AT THREE O'CLOCK PUNCTUALLY.

All Friends and Supporters are Cordially Invited to Attend. [4126]

KOWLOON-CANTON RAILWAY (BRITISH SECTION).

GOLFERS and Others are Requested to note that the TRAIN which formerly left Kowloon at 8.35 A.M. on SUNDAYS will in future leave at 8.30 A.M.

By Order, H. P. WINSLOW, Manager, Kowloon, 27th October, 1926. [4120]

NOTICE.

MOXON & TAYLOR, STOCK, SHARE AND GENERAL BROKERS.

CHANGE OF ADDRESS.

IT IS HEREBY NOTIFIED that Our Office will be Removed to the 3rd Floor of EXCHANGE BUILDING, DES VOUX ROAD, ROOMS Nos. 327, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

MOXON & TAYLOR.

NOTICE.

I have This Day opened my office on the 3rd Floor, BANK OF EAST ASIA BUILDING, with Mr. HERBERT ALEXANDER LAMMERT in charge.

J. BEHAR, STOCK, SHARE AND GENERAL BROKERS, HONGKONG & SHANGHAI, 27th October, 1926. [4124]

NOTICE.

HONGKONG STOCK EXCHANGE CHANGE OF ADDRESS.

IT IS HEREBY NOTIFIED that the OFFICE of the HONGKONG STOCK EXCHANGE will be Removed temporarily to the 3rd Floor of EXCHANGE BUILDING, DES VOUX ROAD, ROOMS Nos. 301-2-4 as from 1st NOVEMBER Proximo.

For THE HONGKONG STOCK EXCHANGE A. NISSIM, Secretary. [4128]

INTIMATIONS.

REMOVAL NOTICE.

AT THE SIGN OF THE LANTERN

WE Have Now MOVED into our New Premises—YORK BUILDING, GARDEN FLOOR, CHATER ROAD, (Next Door to KELLY & WALSH).

Where You Will Find a Collection of CHINESE BLACKWOOD, CARPETS, PORCELAIN, EMBROIDERIES, BEADS, PEKING GLASS, LACQUER, ORSHIONS, LAMP SHADES and CHINOISERIE of All Kinds at Fixed and Reasonable Prices. Also a New Consignment of SMART BROOKS and HATS from London and Paris. [4012]

FANLING HUNT STEEPCHASES.

SATURDAY, 30th OCTOBER, 1926.

Saddling Bell ... 3.00 P.M.

First Race ... 3.30 P.M.

ADMISSION TO ENCLOSURE AND PUBLIC STANDS.

Per Head ... \$1.00

Motor Cars can be parked on the rail opposite the Grand Stand.

Per Car ... \$5.00

Members are advised that they must show their badges to obtain admission to the Members Enclosure.

Special Express trains to the Races leave Kowloon 2.07 P.M. arriving Fanling 2.34 P.M.

First Class Return fare ... \$1.50.

Second Class Return fare ... \$1.00.

Refreshments on the Grounds. [4099]

NOTICE.

A. S. WATSON & CO., LIMITED.

The Undermentioned 9 Certificates for 384 Shares in this Company, standing in the Name of LEUNG HING CHEUNG, Have Been LOST, and if at the Expiration of One Month from the Date hereof the following Share Certificates be not forthcoming, other Certificates for the said Shares will be issued by the Company and thereafter No Other will be acknowledged.

Certificate for 100 Shares Nos.	3331/3341
" " " " "	3342/3352
" " " " "	3353/3363
" " " " "	3364/3374
" " " " "	3375/3385
" " " " "	3386/3396
" " " " "	3397/3407
" " " " "	3408/3418
" " " " "	3419/3429
" " " " "	3430/3440
" " " " "	3441/3451
" " " " "	3452/3462
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NORTHERN SITUATION.

HUNT FOR HSIA CHAO.

BELIEVED TO HAVE MADE FOR SHANGHAI.

The Allied Command have issued a warrant for the arrest of General Hsia Chao, former Civil Governor of Chekiang, and have promised a heavy reward for his capture alive or for his head, says the N.C. Daily News of October 26th. General Hsia is denounced "for his treachery and for his subsequent crimes," i.e., in declaring the independence of Chekiang Province, in accepting Canton's appointments, in declaring war on the Allied forces, and in causing death and suffering to the innocent people of the province. The Water Police have received special orders to be on the look-out as it is believed that General Hsia is coming to Shanghai, via Ningpo.

Brig-General Sung Mei Chuan, who has been acting as Civil Governor of Chekiang pending the arrival of General Chen Yi, and who led the victorious Allied forces into Hangchow, absolves all officials from responsibility in connection with General Hsia's movement and says, in a proclamation, that the sole responsibility lies with Hsia Chao who must be arrested at all costs. General Sung promises proper protection to the people of Hangchow and urges them to go about their business as usual.

General Chen Yi, Commander of the 1st Allied Division (composed entirely of Chekiang men), who, has been appointed to succeed Hsia, has sent an agent to Hangchow to make arrangements for his arrival as he proposes to leave Hangchow for Hangchow to take up his new appointment in a couple of days. He will be accompanied by a bodyguard coming of a battalion of men and does not desire that there should be any fuss over his assumption of office. Meanwhile, however, we understand that elaborate preparations are being made in Nanking and Hangchow to receive him.

Meanwhile, the Chinese papers say that General Hsia was completely overcome by the sensational defeat of his men, upon whom he relied, at Kashing and that he suffered a hemorrhage as a result.

Officers of the 3rd Allied Division. The officers of the 3rd Allied Division under General Chow Feng Chi (which was alleged to have joined General Hsia Chao in the Chekiang independence movement) were guests of Marshal Sun Chuan Fang at his headquarters at Kiating.

After hearing upon them considerable praise for their valour and gallantry in the field of battle Marshal Sun expressed his appreciation of their loyalty to him in the war against the Fengtien army and in the present battles with the Kuomintang. He hoped that they would remain faithful and not listen to the schemings of unscrupulous persons and further promised that, when conditions returned to normal, he would see to it that they were amply rewarded and granted high honours.

The officers, in reply, promised to remain loyal and pledged that they would follow his lead wherever he went and in whatever he did.

ANTI-FOREIGNISM IN SZECHUAN.

SITUATION BECOMING WORSE.

BRITISH RESIDENTS TO EVACUATE CHENG TU.

[THROUGH REUTER'S AGENCY.]

Peking, October 28th. The situation in Szechuan continues to grow worse. Attempts are being made to intimidate all employees of foreigners.

The boycott is now not only anti-British but anti-foreign and is extending. There have also been outbreaks of anti-foreign feeling, and it is feared that it may be necessary to evacuate all the British from Chengtu and places in the interior of the province shortly, in view of the inability of foreign warships to proceed up river further than Chungking.

BISHOP CAPTURED BY BANDITS.

OUTRAGE IN SHANTUNG.

SHANGHAI, October 28th.

A China Press message from Tai An Fu, Shantung, states that a roving band of outlaws has captured Bishop T. A. Scott, of the Society for the Propagation of the Gospel, China Inland Mission. Released.

A telegram received from Peking this evening states that Bishop Scott has been released.

COAL DISPUTE.

BAN ON SPEECHES RESENTED.

[THROUGH REUTER'S AGENCY.]

LONDON, October 28th.

An official statement says that 262,000 miners are working to-day. The smallness of the net increase is due to appreciable local decreases, attributed to feeling engendered by the banning of Mr. Cook's meetings.

A Final Chance.

LONDON, October 28th.

Speaking in his constituency, Mr. Winston Churchill indicated that the Government was ready to give the miners a final chance, and said that if the miners were prepared to make a proposal touching the real problems and difficulties, the Government would be bound to consider how it could help to carry it to a success. The question was not whether the owners could be got to agree but whether the miners would make a proposal or suggestions which the Government could endorse and carry forward irrespective of the opinions of the owners. The Government had offered an Arbitration Court which could over-ride the owners, but that offer had been refused and the Government had nothing more to say.

CABLES AND WIRELESS JOIN HANDS.

EASTERN EXTENSION AND MARCONI.

LONDON, October 28th.

The Eastern Telegraph Company has entered into an agreement with the Marconi Company to construct an up-to-date wireless station in Greece in conformity with the recent concession by the Greek Government granted to the Eastern Company for a joint cable and wireless service. It is understood that the Company will use whichever system is momentarily best in view of atmospheric and other conditions.

The development is interesting on account of Sir Denison Pender's prediction at a meeting of the Eastern Telegraph group last year that cables and wireless would ultimately link hands in some form.

TIENTSIN CHAMPIONS.

PONY DISQUALIFIED.

WINNING SWEEP NUMBERS.

TIENTSIN, October 28th.

Rambler, which ran second to General Sutton's Bengal in the Champions yesterday, was disqualified last night following a protest by the rider of Gobieva. Kildare is thus second and Gobieva third. The sweep numbers are as follows:—

1st 4558

2nd 1598

3rd 7158

NEW FRENCH AMBASSADOR TO TURKEY.

ANGORA, October 29th.

M. Daeschner, the French Ambassador, has handed in his credentials to Mustapha Kemal. Both delivered speeches advocating the tightening of relations between France and Turkey.

INDIAN TEXTILE INDUSTRY.

TRADE UNIONISM TO BE DEVELOPED.

AMSTERDAM, October 28th.

The Textile Laborer states that following a resolution passed by the International Federation of Textile Workers, Mr. Shaw, the Secretary accompanied by several Anglo-German colleagues, will shortly visit British India to investigate conditions as regards hours and wages in the Indian textile industry and to develop Trade Unionism in British India.

AUSTRALIA AND OIL PRICES.

MELBOURNE, October 28th.

The British Imperial Company has issued a statement ridiculing Mr. Page's assertion that foreign oil companies are bleeding the country white. The statement declares that the difference of three pence per gallon charged by foreign importers as compared with the Commonwealth oil refiners represents the duty charged to foreign firms, which the Commonwealth refiners do not pay.

THE GERMAN SHIPPING.

MERCER.

BERLIN, October 28th.

The fusion of the German-Australian and Kosmos Line with the Hamburg America Line has been approved by the Boards of Directors. By the acquisition of these two companies the Hamburg America Line will command 878,000 tons of shipping and thus reach its pre-war position among the world's shipping. The Hamburg America will increase its capital by 55,000,000 marks.

DUTCH INCOME TAX REDUCED.

THE HAGUE, October 28th.

The Second Chamber has passed Bills providing for a 20 per cent. reduction in the income tax from January 1st and also a reduction of the death and donation duties.

THE FRUITS OF LOCARNO.

NEW EUROPEAN OUTLOOK.

EMPIRE PREMIERS IMPRESSED.

[THROUGH REUTER'S AGENCY.]

LONDON, October 28th.

Reuter learns, as the result of enquiries in well-informed British quarters, that the notable improvement in the general European political situation, as explained in the full and frank declarations made to the Dominions' Premiers, deeply impressed the hearers of those speeches. The improvement in European and international relations as compared with the conditions explained by the late Lord Curzon three years ago was brought home to all by the entirely new political atmosphere resulting from the Locarno arrangements. In these circumstances, it is declared, it is not surprising that the Dominions should approve of the Locarno policy. It is realised that this change is due to the gradual substitution of a friendly peaceful European atmosphere for the atmosphere of distrust and aloofness.

Dominions Support.

In this connection it may be said that whatever decision is eventually taken as regards formal adhesion by the Dominion to the Pact (a matter which has not yet been discussed and must eventually be settled by the Parliaments concerned) it is an established fact that the policy of Locarno, of which the Overseas were telegraphically informed at every stage of the negotiations, has the whole-hearted support of the Dominions' Premiers generally.

Premature Reports.

Reuter learns from an unimpeachable source that the stories that decisions have been reached by the Committee of Premiers on Imperial relations or that the Premiers have signified their approval of Locarno are entirely premature and without foundation in fact. General Hertzog, interviewed by Reuter confirmed the foregoing and declared that the discussions of the Committee will continue as nothing has yet been decided. He added that there was no difference of opinion on the Committee regarding the position of Empire relations, but the question was that of the necessary communication of those relations to the outside world.

[REUTER'S AMERICAN SERVICE.]

THE WHITE STAR LINE.

TRANSFER TO FURNESS WITH ABANDONED.

NEW YORK, October 28th.

Mr. J. P. Morgan announces that Mr. Charles Steel, one of his partners, having been reinstated on the board of the International Mercantile Marine. This action is taken to indicate that negotiations for the sale of the White Star Line to Furness Withy has been finally abandoned.

DEATH OF AMERICAN GENERAL.

CHICAGO, October 29th.

The death is announced of Major General George Bell, who ended the insurrection at Samar in the Philippines. He served in the Great War.

COTTON RESTRICTION.

HUGE FINANCIAL BACKING IN AMERICA.

EGYPTIAN GOVERNMENT DECREE.

NEW YORK, October 28th.

North Carolina, South Carolina, Alabama, Georgia and a combination of Louisiana and Southern Mississippi having formed corporations of \$1,000,000 each, Mr. Eugene Meyer announces that with the organisation of the Texas corporation, \$100,000,000 credit will be available to withdraw the total of four million bales of cotton from the market, as the banks are extending \$10 credit for each dollar of actual capital stock subscribed.

Club or Castor Oil.

As early as in March 1919, Mussolini had begun to gather around him the best elements amongst ex-combatants, students, business men, employees, workmen, field labourers, capitalists, etc., etc., and formed them into *fasci di combattimento*, which in English might be translated as "fighting units," whose mission was to combat communism and anarchy in the different regions and districts of the country.

Club or Castor Oil.

While the Communists fought with guns, knives and bombs, the Fascists fought with clubs and with castor oil. When they caught their man they gave him the choice between a good drubbing with the club or a dose of castor oil; whatever the choice, the result was generally the same, that is, ridicule. And often ridicule kills more effectively than a gun because it does not make a martyr of the man.

Club or Castor Oil.

By the time that Fascism had asserted itself, that is in the autumn of 1922, more than 3,000 men, mostly youths of between 18 and 25, had sacrificed their lives for the salvation of Italy. Thus Fascism grew in power and importance. Ignored at first by the Government, which treated it with the same indifference as it treated the Communists, it gradually became too strong to be opposed because as time went on it found more and more

Club or Castor Oil.

A committee of cane growers, recommended by the President to limit the coming sugar crop by 4,500,000 tons, suggests that a World Conference be convened to prevent over-production. A sugar mill engineer estimates that the hurricane caused a reduction in production of 200,000 tons.

FASCISM.

WHAT IT HAS DONE FOR ITALY.

FOURTH ANNIVERSARY CELEBRATED.

[THROUGH REUTER'S AGENCY.]

ROME, October 28th.

The fourth anniversary of the Fascist revolution was celebrated throughout Italy, by ceremonies at which a speech by Signor Mussolini was read glorifying Fascism, and declaring that the Fascist regime was as solid as a granite rock.

Reviewing the work of the year, it dwells on the legal and constitutional reforms and declares that the armed forces of Italy are ready for any eventuality. Public works have been developed on the largest scale, and the Italian merchant marine is now the second largest in Europe and the fourth largest in the world, whilst 60,000,000 quintals of grain were garnered. It claims that Fascism is a vast revolution destined to influence the course of civilisation.

FASCISM AND WHAT IT MEANS.

ADDRESS BY MR. L. DE LUCA.

The real meaning of Fascism, its origin, its history and its ideals, were explained by Mr. L. de Luca in most interesting fashion to members of the Shanghai Quest Society, at a meeting of the Society, held on October 25th. Dr. H. Chatley was in the chair.

Mr. Luca, in the course of his address, said:

The fundamental principle of Fascism is that individual interests and activities must be subordinated to the interests of the Nation as a whole, because upon the strength and greatness of the Nation depends the happiness and prosperity of its individual citizens and because the highest duty of a citizen and the highest glory he can achieve is to serve his Mother Country and contribute, even in a small way, to its greatness.

Italy found herself, thanks to the Great War. It was the Fascist Spirit which fought the Nationalists and which realised that the moment had arrived for Italy to assert herself and realise her aspirations by placing herself definitely on the side of Right against Might.

Italy After the War.

Although victorious the country was financially exhausted; 700,000 men had been killed on the battlefield, the mutilated and invalids amounted to nearly one million, her legitimate aspirations were being trampled down at the Versailles Conference, even the terms of the Pact of London were being ignored and the possession of Rome and Italy's right to the supremacy of the Adriatic, indisputable for her very existence, were denied by her own allies. She owed some 2,000 million gold dollars to America and some 500 million sterling to Great Britain. Internally, she was in the hands of a weak and subservient Government intent only upon remaining in power and following a lamentable policy of renunciation; communism was rampant and threatening the very vitals of the Nation; strikes of all kinds were the rule rather than the exception; the railway system was thoroughly disorganised and ships were rotting in the harbours. The Government did nothing to stem the tide of Bolshevism, it did not even try to protect the once victorious soldiers and officers from being insulted and openly attacked in the streets, or the mutilated and less degenerate individuals many of whom were not even Italians. The King's authority was openly ignored and a law was on the point of being presented in Parliament depriving him of the right to declare war and assigning this very serious, responsible and important function to the Cabinet itself. It was then that Fascism asserted itself and took a palpable form.

Club or Castor Oil.

There are at present 300,000 strong. The number could easily be much higher, but it has been limited at that. This means that, in addition to her regular Army, Italy possesses 300,000 men, fully armed and equipped, which cost her nothing and are ever ready to respond to her call.

With regard to unemployment, the following figures are symptomatic. In 1922 the number of unemployed was 600,000, while on July 31st, 1925, it had been reduced to 79,555 individuals and has since been steadily decreasing.

Many make the mistake that Mussolini and the Fascists are but a group of strong-willed and well organized men, who have imposed themselves on the Nation and are tyrannizing it, that they are but a political party which, for the time being, is in power. Nothing could be more erroneous. Mussolini had behind him the whole Italian Nation, and this has been proved and is continually being proved by the way all his reforms, all his acts are universally approved and his word is universally obeyed.

FAMOUS AMERICAN WILL SUIT.

END OF LEITER CASE.

\$1,000,000 TO BE REFUNDED.

[REUTER'S AMERICAN SERVICE.]

New York, October 28th.

Several years litigation over the Leiter will suit concluded in the Illinois Supreme Court, ordering the late Mr. Levi Leiter's three children to refund approximately \$1,000,000 previously distributed among them. The estate thereby is rendered intact.

The Court supported the Countess of Suffolk's contention that Leiter's eleven grandchildren, including the Countess's children, The late Lady Curzon's children will benefit.

favour in the public opinion and the number of its adherents went on increasing daily.

Communism preaches the abolition of all National barriers, the absolute rights of Labour as opposed to Capital, the destruction of Property, of Religion, of Family ties and obligations. Fascism, taking inspiration from the ancient Roman Law preaches obedience to the State and to the Law, proclaims the inviolability of Property, the Sanctity of the Family and, recognizing the great benefits which Humanity has received from the Church of Rome, which during the dark days of the Middle Ages saved for the future generations what might be termed the Archives of Ancient Rome, and recognizing moreover the existence of a Divine Law, has re-introduced Religion as a function of the State. At the same time, it has recognized that new and powerful elements have intervened in the days of the Romans. These elements are Capital and Labour. Employers and Employees, elements which in appearance have opposite exigencies and scopes and which Communism would keep in a constant state of warfare against each other. Fascism, on the contrary, places between these two extreme factors a third and moderating element: the Nation. Supreme interest of the Nation is a continued and undisturbed production, to obtain which both Capital and Labour have to co-operate and are dependent on each other. The Nation, therefore, places itself as an arbiter between the two, protecting both in their legitimate claims, favouring neither in their unreasonable demands, so as to obtain that intense production so necessary to its existence and to its material and moral development.

Creation of the Militia.

Another interesting innovation is the creation of the National Volunteer Militia. After the march on Rome, there were some 150,000 men under arms, who, having accomplished their task had either to be disbanded or organized into some kind of a corps. Mussolini created the National Volunteer Militia, which in time of war is incorporated with the regular Army and, in time of peace, co-operates with the gendarmerie and the Police in the maintenance of order. It is composed of all classes and professions and is absolutely on the same lines as the Shanghai Volunteer Corps.

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The Liberty to Work.

There is no country in the world to-day where the liberty to work is more fully recognized than in Italy. There are no Trade Unions to force a man, against his will and against his personal interests, to do down tools, because the Union or some agitator sent from outside have so decided for purposes of their own: there are, instead, syndicates, or corporations, at his back, which will see that he is adequately paid for his work and will come to his help in case of need. Factory owners can attend to the development of their industry with a perfect sense of security against labour troubles, being backed up by their own corporation, which will adjust all differences, with the labour corporations in a just and peaceful manner under the direct control of the Government. With such a sense of security on both sides, with the dispelling of the old and often artificial misunderstandings and class disputes, class hatred has been replaced by a strong spirit of collaboration and solidarity in the attainment of that great common aim: the welfare of the Mother Country!

In conclusion, far from being merely a political party, Fascism is an intense, an exquisite manifestation of the Italian genius, an inheritance handed down to us from our Latin ancestors, ennobled and strengthened by bitter experience through centuries of servitude.

(Continued on next Column.)

KIDNAPPERS AT WORK AGAIN.

WEALTHY SHANGHAI MAN'S SON SEIZED IN BROAD DAYLIGHT.

HUGE RANSOM WANTED.

Another sensational kidnapping, which follows upon the similar crime of violence against the Ewo compradore, after which, it will be recalled, Municipal police in charge of Sub-Inspector Douglas effected his rescue after an armed battle in the Native City, was perpetrated on Medhurst Road, says the N.C. Daily News of October 26th. In this instance the son of a very wealthy Chinese landholder, Zung-Meh-Bai, was violently removed from his father's motor car, immediately upon its departure from the father's residence.

The gang of marauders had evidently become aware of the youth's proposed movements, and took every advantage of that information. That they had carefully planned the manoeuvre is a fact which the police do not discredit, the authorities believing that they have to combat a group of men who have no small connection with that body of Shanghai armed villains, who, in the past three years, have been causing so much consternation among the wealthy and lesser commercial people of the International Settlement.

\$1,000,000 Wanted.

The facts in the hands of the police at the present time lead those who are conducting the case to believe that a gang of seven or eight men drove a hired motor car to the proximity of their victim's home. When they saw the machine in which the son was riding, one of their number drove the car directly across the driveway leading to Medhurst Road, stopping it there to prevent the progress of the other machine. The chauffeur, as a matter of course, had to stop, whereupon the gang made a rush at the car, intimidating the chauffeur and seizing their victim. Their pistols were in evidence and no one could raise an alarm.

Despite the fact that the crime was committed just before two o'clock noon of the large number of motorists who travel down Bubbling Well Road daily noticed the affair.

The gang warned the chauffeur not to raise an alarm, but he, disregarding the threat, went to his master's house immediately and reported the entire matter. Having obtained their victim, the gang informed the father that his son was in danger of his life unless he would pay a ransom of \$1,000,000. The father, who has been informed, has offered one lakh for his son's release, which the kidnappers have refused to consider.

The Settlement authorities have sent officers in search of the boy and go-between are negotiating for his release. At a late hour last night the police had no information that the negotiations were in any way successful.

COCAINE AT £5 PER OUNCE.

ALLEGED OFFER BY DENTIST TO POLICE OFFICER.

Frank Allday, 48, dentist, of Charing Cross-road, and Norman Lester, 33, traveller, of Cheverton-road, Higgate, were charged at Bow-street Police Court, before Sir Charles Biron, with being concerned together in unlawfully offering to supply cocaine to a police officer. All-day alone was further charged with being in the unauthorized possession of 11 lot bottles of cocaine and four lot bottles of morphine. Mr. Du Cann, counsel, appeared for Allday, and applied for a remand.

Detective Owen, of Scotland Yard, said that on the afternoon in question Lester met him in a tea shop in Charing Cross-road and asked, "Are you the chap who is going to do some business?" The detective replied, "Yes, what is this you are putting up?" Lester said, "I am a bit windy, but if you are straight I will do business with you. I will take you to a man not two minutes' walk from here. He has 18 bottles of the 100 per cent. stuff. He wants 25 an ounce for this. You can test it at his place before you buy it." After leaving the tea shop Lester went away, and presently returned with Allday, to whom he said, "This is the man who will buy your stuff." As they walked along Allday said, "You might as well know that there are only 19 bottles. I sold four this morning. I have not got the money, but I know it is all right." They entered Allday's flat together, and were shown into a bedroom. Allday there said, "You know the price I am expecting for this?" The detective said he understood that it was 25 an ounce. Allday then left the room and returned with a brown paper parcel.

At this stage of the witness's evidence the Magistrate granted a remand. He refused an application for bail. Later in the day Mr. Du Cann made a further appeal for bail on behalf of Allday. He pointed out that he had been in practice as a dental surgeon for 20 years, and had lived at his present address for 20 years. He was a man of excellent character, and his practice would suffer if he was not at liberty to make arrangements.

Detective-inspector Dodd, of Scotland Yard, mentioned that the drugs were actually found in Allday's possession.

Sir Charles Biron adhered to his decision not to allow bail.

BRITISH IMPERIAL AIR COMMUNICATIONS.

IMPORTANT SPEECH BY THE AIR MINISTER.

AVIATION'S WONDERFUL PROGRESS.

[BRITISH WIRELESS SERVICE.]

Rome, October 29th.

In opening the discussion on Imperial air communications, at today's meeting of Imperial Conference, Air Minister Sir Samuel Hoare pointed out that although he would deal with the matter from a civil rather than a military standpoint both aspects were inextricably connected; and the development of Imperial air lines, whether by aeroplane or airship, was a vital factor in the problem of Empire defence. Reviewing the present position, he remarked that since the last conference, the mileage covered by the regular air routes of the world had more than doubled. Great technical improvement was to be noted in machines, engines, wireless, and meteorology. Machines had become more powerful more dependable and more comfortable.

Question of Safety.

As to safety, for 5,000,000 miles flown by British services there had been four fatal accidents and 1,000,000 miles had been flown in Australia with only one accident. The results achieved seemed to show that after years of research, experiment and adventure a stage of development had been reached from which they could look forward to progress altogether out of proportion to anything that had been achieved in the last few years.

The Furthest Territories of the Empire.

There was today no technical or operational reason why London should not be brought by aeroplane or airship, within a fortnight of the furthest territories of the Empire. There was no technical reason why the journey to Canada should not be reduced to two, and a half days; to India to five days; to Cape Town to six days; to Australia to eleven days; and to New Zealand to thirteen days.

British European Services.

Hitherto, while certain British European services had been safely and punctually operated for several years, there had been no civil air service flying between one part of the Empire and another. In the Middle-East, however, an air route of eight hundred and sixty-six miles between Egypt and Iraq had been regularly flown by military machines carrying mails and official passengers for five years. It was now proposed to substitute for this military service a regular civil line between Cairo and Baghdad and Cairo and Karachi. It was hoped that a saving of seven or eight days would thus be effected on the journey from England to India, but the real significance of this development lay in the fact that it was the first section of a great Empire air route to the Far East.

From Stage to Stage.

It was, for the Conference to consider whether other sections could not be completed and a through air route created of incalculable importance for both military and civil communications. Would it be possible for the Government of India to consider questions of extending the service to Bombay and Calcutta and for the Burma Government to carry it a stage further to Rangoon? Might it not then be practicable to link with a civil line experimental flights of Air Force flying boats, that it was intended to station in the Far East, and might they not again join up with occasional service flights of the Royal Australian Air Force from Australia? So also with Africa.

An Empire Air Route.

Just as there must be an Empire air route to the Far East stretching to Australia and New Zealand, so there must be an Empire air route from London to the Cape with branches diverging to West African Dependencies. Here again a small beginning was being made during the next few months. An enterprising pioneer, with the help of the Government of Kenya, Uganda and the Sudan had organised an experimental service covering 1,400 miles between Khartoum and Kisumu. As the route followed the course of the White Nile, the machines would be hydroplanes. If the service was successful, from ten days to a fortnight would be saved in the journey between Khartoum and Uganda and eight days between Khartoum and East Africa. Why should not northern and southern links be forged in this African chain and a through aeroplane service run at least experimentally, between Egypt and Cape Town?

Linking Up.

In the course of the training programme of the Royal Air Force, the Air Ministry would try to arrange for a certain number of flights carrying mails and official passengers to link up with civil machines at Khartoum. Would it be possible for the South African Government to consider whether the South African Air Force could not make a certain number of flights linking up with the route to Uganda? These proposals involved no subsidy—nothing more than co-operation between one Government and another and between military and civil flying.

Landing Grounds.

Sir Samuel Hoare emphasised that if these routes were to be created and safely maintained it was essential that landing grounds should be formed at proper intervals and kept in good order. Sir Alan Cobham had declared, after each of his great flights, that this was a first condition of success. Sir Samuel Hoare proposed to provide members of the sub-committee with a list of the principal landing grounds required with a view to seeing whether each Government could not undertake the responsibility for themselves within its territory.

(Continued on next Column).

A DEEP CHASM.

EXPLORING WATERS UNDER THE EARTH.

Florence, September 30th.

One of the deepest natural chasms in Europe has just been discovered in the province of Friuli. In the heart of the Carso, between Montebelluna and Idria, where the earth is of a limestone formation, along a wild narrow path there appears unexpectedly a large crooked opening, and further down a black hole gapes in the ground.

A group of 20 young men from Trieste, furnished with ropes, ladders, torches, lamps, miners' caps, and a field telephone, began the first explorations. Entering the unknown opening they went down into the dark. But after having let down their ladders and their last pieces of rope, they found themselves on a slippery, damp step of rock, and discovered that the abyss was much deeper still.

They therefore suspended their efforts until, after fuller preparations, they started at 2.30 a.m. one morning. Seventeen hours of fatiguing and dangerous efforts and they arrived at a depth of 490 metres (more than 1,400 feet), where they found a good-sized lake. On sounding the depth the bottom was discovered to be more than 30 metres below.

"Other lakes and wells have been found also in this abyss, and there is a long narrow passage, through which blows an icy wind. The explorers navigated the larger sheet of water in rafts. The work was extremely difficult and dangerous, as it had to be conducted entirely by the light of torches and portable electric lamps.

Long Airship Journeys.

Passing to airships, Sir Samuel Hoare said they would carry out long distance non-stop air journeys of the future. Airships now being built should, with normal freight and 100 passengers be able to fly without refuelling in good weather, a distance of some 4,000 miles. The airships being large and practically silent would be much more comfortable than aeroplanes for long journeys. It would have promenade decks, outside cabins, and ample smoking and dining rooms. Airships and aeroplanes were really complementary to each other. Objections were raised to the airship on the ground of the danger of storms to so large and fragile a structure, and the danger of fire to a ship composed of highly inflammable material. Great progress, however, had been made during the last two years towards overcoming these difficulties. The structure of both the airships now being built would be incomparably stronger in the matter of material than the structure of any airship built in the past. The Meteorological Department had made an intensive study of air conditions over these shores and en route to India. Accurate climate and weather reports were essential to the development of airship routes, not only so that an airship might be able to avoid storms but also so that in the interests of speed and economy an airship might make the fullest possible use of prevailing winds upon the various routes. To meet the danger of conflagration an airship being built at Cardington would be equipped not with petrol but with heavy oil engines.

Programmes Developing.

Slowly but surely our programmes had been developing, in a year's time two great airships should be completed. It was then proposed to carry out adequate home trials and subsequently to fly at least one of the airships regularly to and from India for a full period of trial in tropical conditions. When these trials were completed it was hoped, if the Dominions desired, to make demonstration flights to the capitals of the Empire. Sir Samuel Hoare emphasised that for this purpose two conditions must be satisfied. There must be mooring masts at the end of the journey and adequate meteorological data. He hoped the Dominions concerned would put these in hand without delay. There was the further question of developing commercial airship lines between Great Britain and the Dominions. He hoped to see these started at the earliest possible moment.

The Discussion.

The discussion that followed Sir Samuel Hoare's speech indicated a general desire on the part of all the Dominions to co-operate in improving the Empire's air communications and a sub-committee at once set to work to consider details of how this could best be achieved. Some interesting facts as to the development of air travel in the various Dominions were disclosed in the speeches of the delegates.

Aviation in Canada.

The Canadian Prime Minister, Mr. Mackenzie King, gave statistics showing how widely aeroplanes were used for communicating with remote centres of population and for mapping and surveying photographically vast areas of uninhabited parts of Canada. Valuable work in detecting and checking forest fires was also done by a permanent forest guard of aeroplanes, whose activities had resulted in a considerable saving of life and property.

Flying in Australia.

The Australian Premier, Mr. Stanley Bruce said the novelty had worn off flying in his country and to travel by aeroplane, as he did on a journey to London over several hundreds of miles of territory, thereby effecting a big saving in time, was no uncommon thing. In remote districts, the aeroplane was proving a great boon increasing, as it did, the sense of security by bringing distant centres of population within reach of doctors and hospitals in case of sickness or accident. Most of the machines so used were equipped with stretchers.

CRICKET NOTES.

Given fine weather, the match this afternoon should prove of great interest. The sides were published yesterday morning, and it will be seen that the two notable absentees are Sayer and Reed. Both, I regret to learn, are not quite fit. It is getting very near the match, and it is sincerely to be hoped that illness will not narrow the choice of the Selection Committee. The only other "possible" who will not be playing is T. E. Pearce, who is due to arrive on Monday, I believe.

A. H. Madar is a new-comer to the trials. He was batting better at nets the other day than he had been and accordingly gets a trial. Leach is in again, but he will have to bowl a much more consistent length than he did last week if he is going to be considered as a likely candidate. Wales seems recovered from his recent strain, and Col. Cantrell is playing. I am particularly glad to see this as not only will it enable him to have a close look at the possible players, (I mentioned on Wednesday he was the third on the Selection Committee), but his bowling will be an excellent test for the opposing batsmen. The other new name is that of Campbell. He is a new-comer to cricket in Hongkong and I don't know much about him save that he comes down very hard on the ball, and I venture to prophesy that he will make a lot of runs in League Cricket. Bruce is not playing. He would not have been able to obtain leave to turn out for the three-day match, even if he had been selected. He, therefore, very sportingly stood down.

The practice on Wednesday afternoon started at two-thirty; I regret the misunderstanding owing to which I published 4.30. There was a good attendance and it is an uncommonly good idea combining net-practice and match-practice. It is said that Lightfoot and Bridgeland were not in their best form. From personal observation, I think Goodwin bowled excellently, while Mitchell and Hayward batted nicely. It is a pity the latter is given to mistiming that off-drive of his early in his innings. After a hot one was put down at mid off he made some beautiful strokes along the carpet. But they don't always drop 'em! Owen Hughes was apparently feeling strong and indulged in some merry hitting. He clumped a half-volley from Bowker into the road at a tremendous pace.

That reminds me. I presume that the gentleman who will probably field mid-on to Bowker will be given plenty of practice with him. Bowker finishes his run half-way down the wicket and well out in front of mid-off and has no chance whatever to take a quick return from the covers. I presume that unless the ball is hit on the leg side of the wicket, mid-on will take the bowler's wicket every time. It is not a bad scheme as it really develops an extra felder! Mid-off can stand well wide, extra go round, and cover come practically square where he is most needed. It is a pity Bowker bowls that leg ball. He can't spare the man he has at fine short leg. It may be intended to have a forward short leg, but I have seldom seen him get wickets there, and he would be able to have 3 slips, a man in the gully and an extra-cover if he eliminated the leg man. However, this would, I suppose, make frightfulness on or near the leg-stump too expensive.

The definite programme will be published later. At present the rough idea is that Shanghai will arrive on the 7th or 8th, and have nets at their disposal. On the evening of the 9th there will be an informal smoking concert at the Cricket Club. It will be, if fine, *ad hoc*. (Note: this, I believe, is a journal for parking yourself on a chair on the grass and drinking a mixture of whiskey-soda and flying things.) If wet, and *absit omen*, the gathering will be held inside the Club-house, and I am authorised to state that there is absolutely no truth in the rumour that the Band have offered to come for half-price if they may use the Bar as a bandstand. The aforesaid article of furniture will be open as usual only perhaps more so. It is hoped that members will roll up to this concert in large numbers to welcome our visitors.

The match will take place on Thursday, Friday and Saturday, while on the latter evening the Interport Dinner will take place in the Hongkong Club. The Committee are entertaining both teams as their guests. There will be the usual speeches and between them there will be interspersed a musical programme.

(Continued on next Column).

FOOTBALL.

TO-DAY'S LEAGUE FIXTURES.

NOTES ON THE TEAMS.

The following games in the Hongkong League are down for decision to-day:—

Division I.

Kick-off at 4.30 p.m.

K.O.S.B. Borderers v. Hongkong Club, at Sookunpoo "A" ground. Referee: Mr. Baldwin.

Kowloon v. R.A., Kowloon F.C. ground. Referee: Mr. Holland.

H.M.S. Tamar v. Club de Recreo, King's Park ground. Referee: Mr. Gilmore.

Division II "A."

Kick-off at 3 p.m.

K.O.S.B. Reserves v. South China, Sookunpoo "A" ground. Referee: Mr. Baldwin.

St. Joseph's v. R.A. Reserves, St. Joseph's ground. Referee: Mr. Gilbert.

University v. China Athletic "B," Sookunpoo "B" ground. Referee: Mr. Phillips.

Club de Recreo v. China Athletic "A," King's Park ground. Referee: Mr. Gilmore.

Division II "B."

Kowloon v. R.A. Club, at 3 p.m., Kowloon F.C. ground. Referee: Mr. Holland.

South China v. China Athletic "A," at 4.30 p.m., Sookunpoo "B" ground. Referee: Mr. Phillips.

Boy Scouts v. St. Joseph's Reserves, at 4.30 p.m., South China ground. Referee: Mr. Gilbert.

The following League games are postponed:— Hongkong Police v. South China. Hongkong Club Reserves v. Kowloon Reserves.

China Athletic "A" v. H.K. and S. Bank.

On the Garrison ground, the Borderers will turn out two teams in their opening league fixtures. At 3 p.m., the Reserves will oppose the South China. Little is known of the Reserves, but they should field a side strong enough to dispose of South China.

The senior game will be against the Hongkong Club, who are unable to take advantage of having a choice of ground owing to the sports of the Scottish Company of the Defence Corps being held on the H.K.F.C. ground.

The R.A. visit Kowloon without Leach, who will be on trial in the Interport Cricket game. Several other well-known R.A. players have left the Colony during the week. Kowloon has brought Hayes back in the middle line to fill the gap created by Turner's departure.

The Recreo receive the Tamar on the King's Park ground. Last week they took the points from the R.A., but the sailors will be out to win their first league game this season.

St. Joseph's meet the R.A. Reserves, and it is doubtful as to the result, the R.A. playing several new players.

The University should beat the Athletic "B," while the Athletic "A," at full strength, should beat the Recreo Reserves at King's Park.

In the "B" division, the Moslem Club and the Athletic "A" should win. The game between the Boy Scouts and St. Joseph's Reserves is likely to be keenly contested.

The Chinese supporters will have to follow the junior teams to-day as neither senior team, South China or China Athletic have a fixture.

HOME FOOTBALL.

[THROUGH REUTER'S AGENCY.]

LONDON, October 29th.

In the Third Division (South) of the English League to-day Brighton and Hove Albion, playing at Norwich, defeated Norwich by two goals to nil.

On Sunday the visitors will tiffin at the Shek-O Club by kind permission of the Committee, and they may find the golf course there a contrast to the Kowloon one. On Monday, Tuesday and Wednesday, they play the United Services, on Thursday visit Fanling if they wish, and on Friday play Kowloon on the Kowloon ground. On Saturday, if they are still conscious, they may be opposed by a team from the Rest of the Colony. That night they will be entertained at the A.D.C. show at the Theatre, where I understand two rows of stalls have been reserved for them. They return on the 31st, and it is devoutly to be hoped that their stay here will be favoured with fine weather.

Cricketers will be interested to hear that Capt. E. L. M. Barrett, the well-known Hampshire cricketer, who captains Shanghai, has already arrived in the Colony and is staying, I believe, with Mr. G. M. Young on the Peak. Capt. Barrett was at the nets yesterday evening. We shall all be interested to watch the famous batsman practising here.

Just as I was closing these notes, I was informed that an officer of the K.O.S.B. is playing to-morrow in the trial. I understand his name is Dobbie (I hope he will forgive me if I have spelt his name wrong). It is rumoured that he is a very useful bowler and a good bat.

R. ASH.

TO-DAY'S CRICKET.

TWO LEAGUE MATCHES.

The following is the list of matches for to-day:—

Interport Trial.

Mr. H. R. B. Hancock's team v. Mr. A. W. Hayward's team.

League Matches.

Civil Service C.C. v. Royal Artillery.

Division II.

H.M.S. Tamar v. R.A.O.C.

Friendly Matches.

Kowloon C.C. v. Royal Engineers. Craigengower v. University.

Division II.

Indian R.C. v. Hongkong C.C.

The Royal Artillery are making an appearance to-day after a long absence and it will be interesting to see how they shape against the Civil Service, who are one of the best combinations in the first division.

It is doubtful whether the match in the second division will be played, as both teams are "groundless."

Match to-morrow.

A friendly match between Mr. A. A. Ramjahn's XI. and the Hongkong Volunteer Defence Corps will be played to-morrow, commencing at 11.30 a.m.

LAWN TENNIS.

CHINESE R.C. v. MACAO.

RETURN MATCHES.

To-day and to-morrow, the Chinese Recreation Club will be "At Home" on the occasion of a return visit of the Macao Tennis team. The matches should be productive of some interesting play, as the Chinese won by 5 matches to 4 when the two teams met in Macao last August.

The local team will comprise—M. W. Lo and M. K. Lo (captain); Yew Man Tsun and Ho Ka-Lau; Ng Sze-Kwong and Choa Man Ping.

The Macao players, who are accustomed to play on hard courts, will probably find some difference playing in the local courts. They are expected by the morning boat, the *a.s. Kinshan*, at about noon to-day. It is not known who will represent Macao, but the same men who played in the first match are expected.

A dance will be held at the Club-house to-night, commencing at 8.45. The visit will be concluded by a banquet at the same place on Sunday night.

Play commences at 3 o'clock both days, and not at 3.30 as previously announced. Four matches, of the best of three sets, will be played to-day and five to-morrow.

PING-PONG TOURNEY.

DRAW FOR Y.M.C.A. CUP.

The following is the draw for the first round of the Y.M.C.A. (European) Ping-pong Cup Tournament:—

J. C. Long v. E. W. Railton, L. Weill v. S. H. Garrod, E. Ponsford v. J. Petrie, D. Ogilvie v. A. A. Dand, McArthur v. M. Trambitzky, H. Angus v. G. Deacon, F. Murphy v. L. Nicholson, and A. Seddon v. A. W. Shovelton.

The first named in each draw is to arrange the match, and the first round must be concluded by November 3rd.

CHURCH NOTICES.

St. John's Cathedral, Hongkong.
October 31st, 1926, 29th Sunday after Trinity.
Holy Communion at 8 a.m.
Sunday School at 10 a.m.
Matins at 11 a.m.
Evangelist at 6 p.m.
Preacher at 11 a.m. and 6 p.m.—Rev. H. Colley Mayle.
Collections for the Society for promoting Christian knowledge. Those unable to be present are asked to send their Contribution to the Hon. Treasurer of the Cathedral. [97]

Union Church—Kennedy Road.
Sunday Services, October 31st:—
Sunday School at 10 a.m.
Morning Service at 11 a.m.
Hymns: 26, 21, 317 and 254.
Solo by Mrs. G. Watts:—"But the Lord is mindful of His Own." Mendelssohn.
Preacher—Rev. J. Kirk Macdonald.
Evening Service at 6 p.m.
Hymns: 120, 274, 400, 448 and 663.
Preacher—Rev. F. W. P. Alexander, C.F.
Soldiers and Sailors' Christian Association.
Friday, December 31st, at 8.30 p.m.—Christian Endeavour Meeting and Social Hour. [98]

First Church of Christ, Scientist.—
Maddernell Road, below Bowen Road
Tram Station.
Sunday Services, October 31st, at 11.15 a.m.
Subject:—"EVALUATING FUNDAMENTALISM."
Wednesday Evening Meeting at 5.30 p.m.
Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 Noon; Monday and Thursday, 5 to 7 p.m.
The Public is cordially invited to attend the services and visit the Reading Room. [99]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 29th.

	Previous Day at 2 p.m.	On Date at 2 p.m.	On Date at 6 a.m.	On Date at 10 p.m.
Barometer	29.94	30.01	29.98	
Temperature	77	71	77	
Humidity	63	82	69	
Wind Direction	East	NNE	E	
Force	2	1	2	
Weather	0	0	0	
Rain	0.00	0.00	0.00	

Highest open-air Temperature on 28th ... 79
Lowest open-air Temperature on 28th ... 71

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONGKONG TIDE TABLE.

From October 30th to November 5th, 1926.

Day of Week	Day of Month	H.K. High Water		H.K. Low Water	
		Time	Height	Time	Height
Satur.	30	3.24	6.1	11.45	2.4
Sun.	31	7.56	5.4	11.25	2.0
		7.48	5.6	0.26	2.4
Mon.	1	6.26	6.0	0.26	4.5
		7.59	5.8	1.21	4.4
Tues.	2	7.15	6.0	1.15	4.0
		8.10	6.1	1.34	4.4
Wed.	3	7.52	6.1	1.54	3.5
		8.24	6.4	2.34	3.5
Thur.	4	8.25	6.1	2.35	3.0
		8.41	6.8	2.31	3.0
Fri.	5	8.1	6.8	2.13	2.8
		8.1	7.2	2.58	2.8

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VICHY CELESTINS

In bottles, half and splits
Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY GRANDE-GRILLE For Liver trouble and Biliaryness.

VICHY HOPITAL For Indigestion.

Refuse substitutes. —Mention name of Spring required.

CONSIGNEE NOTICES.

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FROM LEITH, MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

The Steamship "BENARTY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st November, 1923, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th November, 1923, or they will not be recognized.

All Broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 1st November, 1923, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 25th October, 1923. [4108]

S.S. "CHAMBORD."

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 6 a.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Wednesday, the 3rd November, 1923, at 10 a.m., by Messrs. Godard & Douglas. No Fire Insurance has been effected.

J. LIMAGE, Agent.
Hongkong, 28th October, 1923. [417]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMERS
"DEVANEA"

ARRIVED HONGKONG ON 27TH OCTOBER, 1923.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. Godard & Douglas at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 16th November, 1923, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MAUKENZIE & Co., Agents.

Hongkong, 27th October, 1923. [4119]

S.S. "LIEUTENANT SAINT LOUBERT BIE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from DUN-
KIRK, ANTWERP, MIDDLES-
BOROUGH, LONDON, &c., in connection
with above Steamer are hereby informed
that their Goods with the exception of
Opium, Treasure and Valuables are being
landed and stored at their risk into the
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., Kow-
loon, whence Delivery may be obtained im-
mediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 6 a.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Monday, the 1st November, 1923, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 3rd November, 1923, or they will not be recognized.

All damaged Packages will be examined on Monday morning, the 1st November, 1923, at 10 a.m., by Messrs. Godard & Douglas. No Fire Insurance has been effected.

J. LIMAGE, Agent.
Hongkong, 28th October, 1923. [4117]



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Is The Ideal Powder

Its purity, smoothness and fragrance, combined with antiseptic and prophylactic properties which help to overcome disagreeable odors, make it an essential toilet requisite.

Soap, Ointment, Talcum sold throughout the world. Write for Sample and Book. "Try the Cuticura Shaving Stick."



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...that being independent, can place all this knowledge and experience at the free disposal of its Clients, ensuring that the money they spend on Advertising will bring them the best possible return.

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Whitechapel, London.
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HAMBURG-AMERIKA LINIE.

THE Steamship "HESEN"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st November, 1923, will be subject to Rent.

All Claims must reach us by 2nd November, 1923, or they will not be recognized.

All damaged Packages will be examined by Messrs. Godard and Douglas (Marine Surveyors) at 30th October, 1923, 10 a.m. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JEBSEN & Co., Agents, Hong Kong.

Hongkong, 25th October, 1923. [4105]

UNCLAIMED TELEGRAMS.

AT THE GREAT NORTHERN
TELEGRAPH CO.

ADDRESSED	FROM
Asakura	Dairen
Kim In	Kobe
Nelson, Nathan Rd., Kowloon	Shanghai
Prayoon Shuiam	Tokyo

AT THE EASTERN EXTENSION,
AUSTRALASIA AND CHINA
TELEGRAPH CO.

ADDRESSED	FROM
Besley	London
Dumas	Manila
Moran	Calcutta-Sub
Stone Boniface	Singapore-Sub

PACIFIC CABLES.

THE BOARD'S PERSONNEL

POLICY CRITICISED.

It is understood that Mr. Bruce, Prime Minister of Australia, will give special attention in London to the future organisation of the Pacific Cable Board. Although Australia is the largest partner on the board, it is extremely difficult to obtain information either from Parliament or through official channels regarding the board's operations from the Australian viewpoint.

One of the most important problems facing the partner Governments is the membership of the board. Obviously it is desirable that the question of the chairmanship should be settled without further delay. The competition of wireless and other factors make it extremely desirable that the chairman should be a man of experience of communications problems, and able to give a definite lead to the board's policy. In recent years one or two members of the board have been able to exert undue influence because the board generally was unqualified technically and knew little regarding the actual administration of the board's work, or of traffic and other problems involved.

When Mr. Milward was manager the Pacific Board had as administrator a technical adviser of high qualifications and great ability. The policy now apparently is, when appointing leading members of the staff, to disregard experience in cable administration. Following the appointment of Mr. Hunter to the general management, it is understood that another Civil Servant will be appointed to the management in New Zealand outside the board's staff. This policy cannot tend to build up a contented and efficient service, and the best men are naturally looking to other avenues of employment. Another result is the increase in power of the London secretariat to deal with technical questions. It is regarded here as extraordinary that the Board has not availed itself of Mr. Milward's services in a consultative capacity, after his retirement, but it is fortunate that the contractors for the duplication of the cable between Suva and Basmfield are employing him to supervise work for which he is eminently qualified.

Another matter needing attention is increased transmission facilities across the Atlantic. The duplication of the Pacific cable will provide adequate carrying capacity at great speed across the Pacific, but the obsolete slow cables of the Atlantic must either cause delays or force the board to divert a large proportion of the traffic to other cables. The "All Red Route" would then become a name only.

RECTORY DRAMA SURPRISE.

OPEN VERDICT RETURNED AT
THE INQUEST.

A CLERGYMAN'S MIND.

An open verdict was returned at the adjourned inquest at Grindon, North Staffs., on Miss Hannah Austin, aged 37, housekeeper, to the Rev. John Alexander Smith, Rector of Grindon, both of whom were found shot at the rectory on the evening of August 12th.

Miss Austin died the following morning at the house of her father at Grindon. The Rector was taken to the North Staffs. Royal Infirmary, where he died on the following Monday. A revolver was found by the side of the Rector, and at the infirmary a second revolver of a considerably heavier calibre was found in his jacket pocket.

It was stated in evidence that a bullet taken from Miss Austin's body at the post-mortem corresponded to the chambers of the heavier weapon.

Although the tragedy was not discovered till 7.30 p.m., when a girl delivered milk at the rectory, the evidence of William Kent, the rectory gardener, suggested that the shooting occurred at 10.30 a.m. or at 2.30 p.m., Kent was not sure which.

At one of these times, he said, he heard three cracks inside the Rectory, as though something were being hit with a hammer.

Distracted Rector.

Remarkable evidence concerning the rector's state of mind shortly before the tragedy was given by John Waters, schoolmaster and lay reader, of Grindon, who had known the rector intimately for the last 24 years. He said that recently the rector had been depressed and neurotic, especially since the death of his wife in February. He had complained greatly of insomnia.

On Monday, August 9th, he was irritable. On the evening before the tragedy he (Waters) met the rector and told him he had taken some medicine to the rectory. The rector looked at him with an expression of profound horror. His face was distorted.

Other witnesses said that Miss Austin had been contented at the rectory.

When Shooting is Murder.

The Coroner said the jury were not concerned with the state of the rector's mind. Everybody knew he was out of his mind. If the bullets were fired deliberately by the rector that, in law, was a verdict of murder. It was open to the jury, however, in the absence of eye-witnesses, to return an open verdict.

On the suggestion of Mr. A. H. Shaw, solicitor of Leek, who appeared for the relatives of the rector, the Coroner put to the jury the possibility that Miss Austin might have seen the rector about to commit some act of violence and interfered, and that a struggle took place, resulting in her being shot.

The jury returned an open verdict after only two or three minutes' deliberation.

HERMIT AUTHOR OF 22 BOOKS.

SCHOLAR WHO WAS A HAWKER.

"JOHN KNOWLITTLE."

HELIXDON (Norfolk).

I have spent an afternoon with the most remarkable man in Norfolk. He was once a street hawker, writes a correspondent of the *Daily Express*. Now he is an author, hermit, philosopher, naturalist, and, in his own words, "the barbarian of the Broads." Half his life has been spent on the Broads in a tiny houseboat, sleeping in reed-beds, writing books, and living on crumbs of bread and philosophy.

Mr. Arthur Patterson, this modern Thoreau, or "John Knowlittle," as all East Anglia knows him, is the author of twenty-two books on natural history and the philosophy of the open air; the discoverer of forty new East Anglian fishes and one new British specimen; an encyclopaedia of knowledge from Greek mythology to the life-habits of salmon; a friend and confidant of all sorts of people from a duchess to the fast-dying race of semi-amphibious Broad-land eel-fishers, punt-gunners, and wherry-men.

Norfolk has honoured him by presenting him with an illuminated testimonial and a cheque for £160 on his retirement from the post of school attendance officer at Yarmouth.

Tame Hawks.

When I called on him in his tiny Elizabethan cottage here one-day I found a short, spare, alert man of sixty-nine, with a grizzled beard and keen eyes. He was feeding two tame hawks, while a pair of tame jackdaws barked their disapproval of me.

"I acquired all my scientific knowledge while other people were abed," he said. "My father was a shoemaker, and the only schooling I had was at a three-day-a-week school. After I left that I was a school teacher, warehouse porter, postman, pedlar, insurance agent, fisherman, taxidermist, penny 'Zoo' showman, lecturer and finally school attendance officer at Yarmouth."

Mr. Patterson said that his funniest experience was when he brought home a human skull, showed it to his wife, and put it in a cupboard, and went off to the marshes for the evening.

"Later on in the stillness of the night," he said, "my wife was terrified to hear a rattling of dry bones in the cupboard and a steady scraping at the door. She sat petrified with fright, fully convinced that the spirit of the dead man had come back to claim the skull. All the time the ghastly sound went on. Luckily I came home earlier than usual, flung open the cupboard, and out walked my pet hedgehog, bristling with indignation! He had been trying to scratch his way out."

JAZZ IN TURKEY.

EASTERN MUSIC IN DANGER OF
DISAPPEARANCE.

Oriental music as a living art is likely to disappear in Turkey if the special commission on the Fine Arts, which is now sitting at Ankara under the auspices of the Ministry of Education, sanctions, as it is expected to do, the creation of a Turkish National Conservatoire. The modernisers consider that this will mean the elimination of one more cultural barrier between East and West, says the Constantinople correspondent of the *Morning Post*.

The Conservatoire will have a State grant to teach Western music and Western instruments, and to develop the national musical taste along Occidental lines. Its function in regard to Turkish airs composed in the Oriental mode will be simply to preserve them for their historical interest and occasionally to perform them orchestrally.

For the past year a small committee of experts has been going round the Anatolian interior taking complete records of the remaining popular and native airs. It has reported that musical decadence has already set in, and that jazz has penetrated into the unlikely recesses of the country. When its collection of airs is complete the new Conservatoire musicians will be encouraged to adapt them to Western modes. But there will no longer be any Turkish composing on the old Oriental lines. The composers of the future will be urged to keep the originality of Turkish music while combining it with the use of polyphony, harmony, counterpoint, and all the inventions by which Western civilisation has expanded and enriched musical expression.

Artistic Progress.

All the primitive Oriental instruments—there are half a dozen and more, varying from monster guitars as tall as a man to baby violins and wired zithers—will go. They are already hardly in use except by the orchestras of small Turkish cafes, and even these European violins and cellos and pianos are coming in to swell the body of sound and to attract to-day's clients. There is no tendency among experts to regret their disappearance, as Western instruments are universally recognised to be on a much higher level.

Regarding the out-and-out adoption of European musical forms, there is still a conservative musical party opposed to it, but the Ankara Ministry of Education appears to be convinced that the rôle of Turkish music is finished, and that, like the civilisation which gave it birth and which was itself primitive, it is doomed. In its view the laws of artistic progress are universal, and there is a cultural disadvantage in Turkey even trying to maintain the outworn and outlashed modes of a period before the days of harmony.

WOMEN MORE ATTRACTIVE.

100 PER CENT. BETTER SINCE 1913.

Sir C. Higham attended at Caxton Hall, Westminster, on the occasion of the opening meeting of the fourth session of the Gallia-Boncelle School of Permanent Waving, and delivered an address on "Advertising and Salesmanship as Applied to the Hairdressing Profession."

He confessed that he was one of those who believed that if a woman wanted to powder her nose, shingle her hair, and generally make herself attractive it was all to the good. Englishwomen were 100 per cent. more attractive now-a-days than they were in 1913, and if they encouraged women to take greater care of themselves they would be increasing the trade of the country. He had yet to see an advertisement of a hairdressing establishment which drew attention to the hygienic side of the business. He thought it was important that a hairdresser should let the general public know of the cleanliness of his staff, his place of business, and his appliances. He himself had been going to a particular barber's shop for eighteen years solely because the brushes were invariably sterilised and everything kept clean. There was nothing to be ashamed of in their calling. They were helping to beautify the world. Hairdressers should play the game with their customers. He advised them to advertise and to deliver the goods.

THE AUTHOR OF "THE PAINTED VEIL."

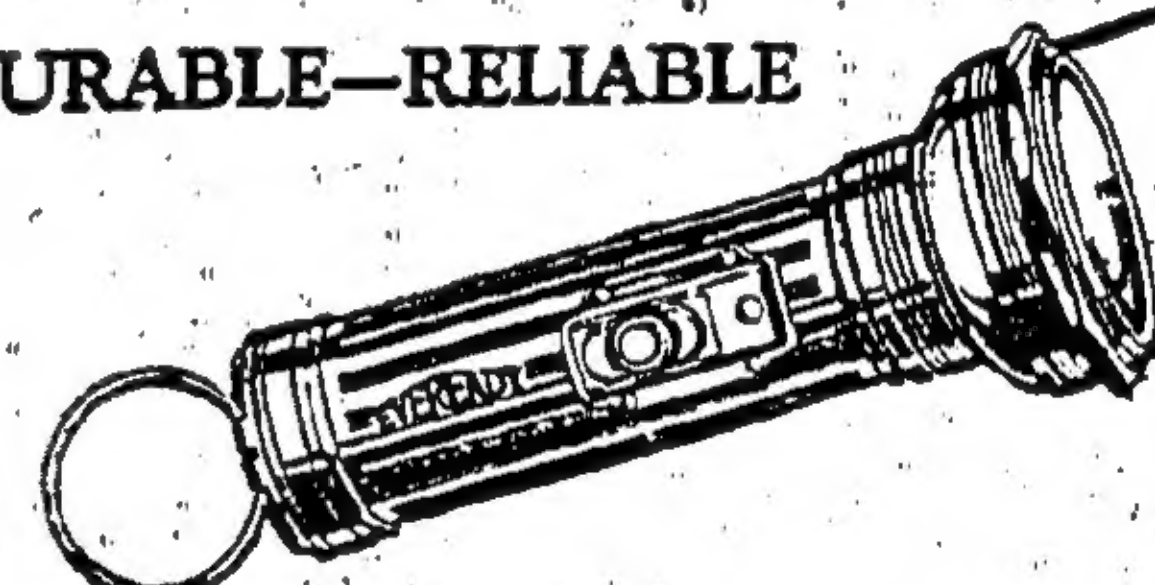
Mr. Somerset Maugham can hardly be popular among British settlers in distant corners of the earth. He visits these outposts of progress, then writes stories that tell of the tragedies and the degradations of those who work in contact with coloured people under tropic skies. Thus, in "The Casuarina Tree" he gives us half-a-dozen striking stories of Europeans in Malaya.

They are intensely dramatic, all of them. The life out there has been sympathetically observed, and brilliantly rendered here. They rival Kipling at his very best—"Before the Party," with its grim narration of a woman's murder of her dissipated husband; "The Outstation," with its terrible study of the fatal jealousy between two white men in a lonely post; "The Yellow Streak," with its dry examination of 'vaidy and cowardice.

The trouble is that, while these stories are the fruit of what must have been sympathetic observation, Mr. Maugham does not allow a drop of sympathy in his writing of them. Brilliantly indubitably, they have the hardness of brilliance.—*John O. London's Weekly*.

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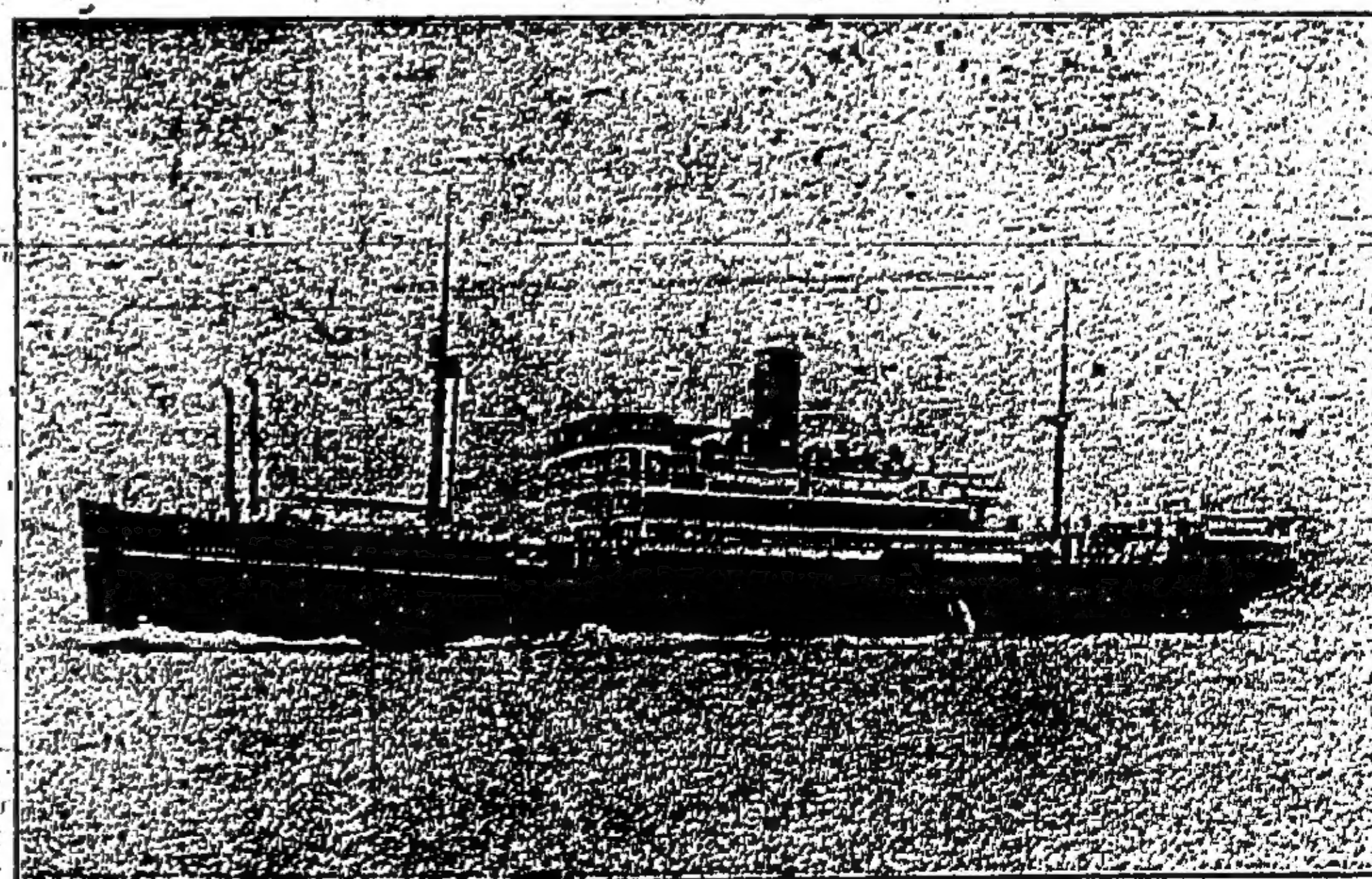
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"B" 1st Class £20. 2nd Class £12.**MAURITIUS & SOUTH AFRICA
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Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Ohinda, Inhambane, Zambor, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 5th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

**BOSTON
NEW YORK
PHILADELPHIA**

M.V. "JAVANESE PRINCE" ... 2nd November, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

**HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.**Regular Four-weekly Service between
Japan, Vladivostok, China, Hongkong, Manila, Singapore
and
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

SAILINGS FOR EUROPE:

S.S. "OUDEKERK" ... 30th October.
S.S. "SIMALOER" ... 25th November.
S.S. "OLDEKERK" ... 25th December.

ARRIVALS FROM EUROPE:

S.S. "OLDEKERK" ... 16th November.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN

Telephone Central No. 1174.

Agents, York Building.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERSTAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY-DIRECT
ROYAL MAIL STEAMERS.**

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tonn.	From Hongkong (about)	Destination.
"KHYBER"	9,114	30th Oct., Noon	Marseilles, Cassablanca, London, Antwerp and Hull
"ALIPORH"	5,273	5th Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, Cassablanca, London, Antwerp and Hull
"DELTA"	8,097	9th Dec.	Singapore, Penang, Colombo & Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London
"NELLORH"	6,853	23rd Dec.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPORH"	6,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,923	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"DEVANHA"	8,155	28th Jan.	Singapore, Penang, Colombo & Bombay.
"MOREA"	10,918	31st Feb.	Marseilles and London
"DELTA"	8,097	13th Feb.	Singapore, Penang, Colombo & Bombay.
"KASHMIR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London
"KASHGAR"	9,005	12th March	Marseilles, London, Antwerp & Rotterdam.
"MONGOLIA"	16,504	19th March	Marseilles and London
"MACEDONIA"	11,120	2nd April	Marseilles and London
"DEVANHA"	8,155	9th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,128	13th April	Marseilles, London and Antwerp.
"DELTA"	8,097	28th April	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	30th April	Marseilles and London
"KHIVA"	9,135	14th May	Marseilles, London and Antwerp.
"MOREA"	10,918	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Redivivus Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKLIWA"	7,336	7th Nov.	Singapore, Penang and Calcutta.
"TAKADA"	6,949	14th Nov.	do.
"TILAWA"	10,000	23rd Nov.	do.
"TALAMBA"	8,018	31st Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	2nd Dec.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	31st Dec.	do.
"ARAFURA"	6,000	28th Jan.	do.
"TANDA"	6,956	4th Mar.	do.
"ST. ALBANS"	4,500	1st Apr.	do.
"ARAFURA"	6,000	29th April	do.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as indicated on the cards.Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"KARMALA"	9,128	31st Oct., D/L	Shanghai, Moji & Kobe.
"MIRZAPORH"	6,715	1st Nov., 4 p.m.	Shanghai, Moji and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"TILAWA"	10,000	3rd Nov.	Moji and Kobe.
"NELLORH"	6,853	13th Nov.	Moji and Kobe.
"DELTA"	8,097	13th Nov.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	14th Nov.	Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,923	11th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	13th Dec.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"NELLORH"	6,853	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,956	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,923	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	15th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY-FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 2 to 3 Days)

HAIHONG ... Tuesday, 2nd November, at 2 p.m.
HAIHONG ... Friday, 5th November, at 2 p.m.Arrivals and Departures from the Company's Wharf (near Black Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (Parao Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—**DOUGLAS LAPRAIR & CO.,**
General Managers.**CHINA NAVIGATION CO.,
LIMITED.**

HONGKONG	"KIANGSU"	On 30th Oct.	4 p.m.
SHANGHAI & NEWCHOW	"YINGCHOW"	On 31st Oct.	5 p.m.
AMOI & SHANGHAI	"SINKIANG"	On 2nd Nov.	6 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 4th Nov.	Noon.
AMOI & SHANGHAI	"ANKING"	On 4th Nov.	4 p.m.
NINGPO, SHANGHAI & TSINGTAO	"LINAN"	On 6th Nov.	6 a.m.
HOIHOW & HAIPHONG	"TRAN"	On 6th Nov.	Noon.
SHANGHAI & NEWCHOW	"LIANGCHOW"	On 7th Nov.	6 a.m.
WEIRAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 8th Nov.	4 p.m.
AMOI & SHANGHAI	"SOUCHOW"	On 9th Nov.	6 a.m.
SWATOW & SHANGHAI	"SUICHANG"	On 11th Nov.	Noon.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE and \$90 RETURN.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE,**
Telephone Central 35. Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
TAIPING	9th November	17th November
CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE,**
Telephone: Central 35. Agents. [5]**DODWELL & CO., LTD.****NEW YORK BERTH**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "WRAY CASTLE" ... Sails on or about 19th November.

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUMI).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO"	...	From Hongkong.
S.S. "VENEZIA"	...	Sails on or about 11th November.
M.V. "BOMOLO"	...	Sails on or about 9th December.
M.V. "REMO"	...	Sails on or about 6th January, 1927.
M.V. "REMO"	...	Sails on or about 3rd February, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "VIMINALE"	...	From Hongkong.
M.V. "ESQUILINO"	...	Sails on or about 5th November.
S.S. "VENEZIA"	...	Sails on or about 10th December.
M.V. "BOMOLO"	...	Sails on or about 7th January, 1927.
M.V. "REMO"	...	Sails on or about 4th February, 1927.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st December

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND
AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BARODA" ... Via Suez Canal 5th November.
S.S. "NINGCHOW" ... Via Suez Canal 19th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to charge without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

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